



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	SMTF Expansion Works East of Tallawong Road
Prepared by:	LineWide
Prepared for:	LineWide contract
Assessment number:	LW 01
Status:	For Approval
Version:	01
Planning approval:	SSI 5931
Date required:	February 2020
iCentral number	SM-20-00014922

Form information – do not alter

Form number	SM ES-FT-414
Applicable to:	Sydney Metro
Document Owner:	Principal Manager, Sustainability, Environment & Planning
System Owner:	Executive Director, Safety, Sustainability & Environment
Status:	Final
Version:	2.0
Date of issue:	27 April 2018
Review date:	27 April 2019

© Sydney Metro 2018

Table of Contents

1.0 Existing Approved Project	3
2.0 Description of proposed development/activity/works.....	6
3.0 Timeframe.....	7
4.0 Site description	7
5.0 Site Environmental Characteristics	10
6.0 Justification for the proposed works.....	10
7.0 Environmental Benefit	10
8.0 Control Measures.....	11
9.0 Climate Change Impacts.....	11
10.0 Impact Assessment – Construction.....	12
11.0 Impact Assessment – Operation	15
12.0 Consistency with the Approved Project	17
13.0 Other Environmental Approvals	18
Author certification	19
Environmental Representative Review.....	19

The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

1.0 Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

Rapid Transit Rail Facility (SSI 5931)

Date of determination:

Instrument of Approval Date – 15/01/2014

Type of planning approval:

State Significant Infrastructure (CSSI)

Description of existing approved project you are assessing for consistency:

The existing approved project is the construction and operation of the Rapid Transit Rail Facility (RTRF) to support Sydney's new rapid transit rail network (Sydney Metro).

The RTRF, now known as the Sydney Metro Trains Facility (SMTF), is located on 36 hectares of land between Tallawong Road, Schofields Road and First Ponds Creek in the localities of Schofields and Rouse Hill.

The approved project includes the construction and operation of the following:

- train stabling facilities
- train maintenance facilities including cleaning, inspection, preventative and corrective maintenance, component repair and major overhauls of rolling stock;
- train wash and wheel lathe;
- a section of track to test trains for service;
- facilities for maintenance and repair of rail systems, equipment and infrastructure;
- warehousing for spare parts, tools and equipment;
- administration, staff and training facilities, and an Operations Control Centre;
- ancillary buildings and structures as required for security services, power supply systems, refuse disposal, hazardous material storage, stormwater management and pollution control;
- bulk power sub-station and transformer facilities with secure access;
- internal access and maintenance roads; and
- safe guarding for a future transport corridor to Marsden Park.

The approved project is being implemented in two stages:

Stage 1 was the initial construction of the SMTF to support the operation of Sydney Metro Northwest. Stage 1 was completed and commenced operation in May 2019.

Stage 2, known as the Line Wide Stage, is an expansion of the SMTF to support Sydney Metro City & Southwest. Stage 2 commenced construction in September 2019 and includes the following:

- Design and construction of a new test track, turnouts, cross-overs and stabling roads,
- Design and construction of a new locomotive shed, including installation of new tracks, rail systems, building structures and fitouts, lifting beams, access platforms, shore supplies and associated roads, and
- Construction of an expansion to the existing maintenance building already constructed under the OTS Stage, including fit-out of some sheds/rooms, overhead wiring fitouts, installation of a new gantry crane and modifications to some existing roads.

Relevant background information (including EA, REF, Submissions Report, Director General’s Report, MCoA):

- Tallawong Road, Rouse Hill – Rapid Transit Rail Facility - State Significant Infrastructure Environmental Impact Statement (July 2013)
- Infrastructure Approval and Conditions of Approval SSI-5931 (signed 15 January 2014)
- Sydney Metro City & Southwest Sydney Metro Trains Facility – Staging Report (6 May 2019)
- Rapid Transit Rail Facility Tallawong Road, Rouse Hill – Director-General’s Environmental Assessment Report (December 2013)

Infrastructure Approval SSI-5391 and the EIS define the project site as being bounded generally by Tallawong Road, Schofields Road, First Ponds Creek and Oak Street.

Furthermore, the EIS identifies the extent of works in ‘*Figure 1 – Proposed indicative site layout plan (end state)*’.

(Uncontrolled when printed)



Figure 1: EIS Figure 1 – Proposed indicative site layout plan (end state)

2.0 Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

The proposed work is an integral part of Stage 2 of Infrastructure Approval SSI-5391 as described in Section 1.0 above and is essential to the operation of the expanded SMTF.

The proposed work entails upgrades and alterations of railway infrastructure below and to the east of the Tallawong Road overbridge, which is outside of the indicative project site boundary as described in Infrastructure Approval SSI-5391 and the EIS.

The proposed work area extends eastwards along the Sydney Metro rail corridor to chainage NW47.195, as shown on Figure 2 in Section 4.0 of this Consistency Assessment. This is approximately 200m to the east of the existing SSI-5931 project site boundary,

The proposed work includes:

- Install one OHW support stanchion on an existing footing
- Install approximately 600m of new and modified overhead wiring
- Install one new and modify one existing OHW switches and connections
- Testing and commissioning of above

Methodology and equipment: Hi-rail telehandlers will be used to deliver materials to the work area and lift materials into position. Hi-rail EWPs will be used for work at heights access. Rattle guns will be used for tensioning bolts.

Timeframe and working hours: The work will be carried out over approximately 10 weekend possessions from February to October 2020 and from October to December 2021. During each possession the work will typically commence at 07:00 on Saturday morning and cease by 18:00 on Sunday afternoon.

Staffing levels: Work crews of up to 15 people

3.0 Timeframe

The proposed works will be carried out during Sydney Metro rail possessions from February to October 2020 and from October to December 2021.

Within the work area, no rail traffic may be operating, and overhead electrical wiring must be isolated in order for the work to be carried out safely.

The work will typically be carried out during standard hours and out of hours (OOH) periods on weekends. Work will typically commence at 07:00 on Saturday mornings and cease by 18:00 on Sunday afternoons.

4.0 Site description

The location of the proposed works is fully within the Sydney Metro rail corridor between Tallawong Road and Aristida Street, Rouse Hill.

The location is a live and operational rail corridor with all rail infrastructure in place. The location is within a constructed concrete-walled cutting, the base of which is from 5m to 10m below the surrounding ground level.

The location is bounded:

- To the north by semi-rural residential land and vacant residential development land with a land developer's office / sales building
- To the south and east by Tallawong Metro Station Precinct incorporating the Sydney Metro rail corridor, Tallawong Station, commuter carpark, precinct streets and vacant future development land
- To the west by the SMTF

The location is contiguous with the SSI-5931 project site and with the existing boundary of the SMTF expansion works.

The eastern extent of the proposed works is chainage NW47.195, which is within the operational boundary of the SMTF.

The location is shown in the site photos below.

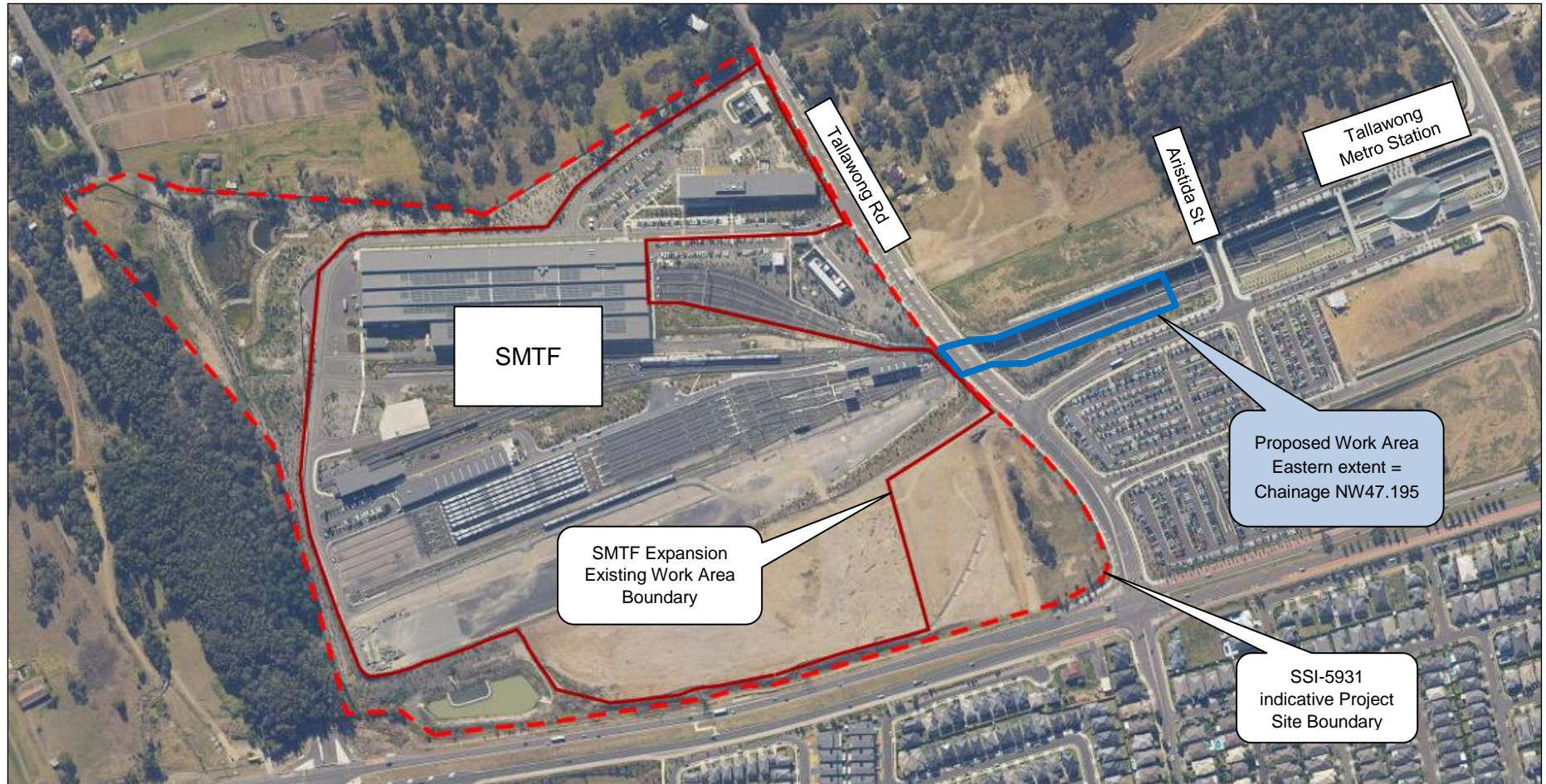


Figure 2: Proposed work area



Figure 3: Proposed work area, looking eastwards from Tallawong Rd Overbridge

5.0 Site Environmental Characteristics

The entire work area is within an operational rail corridor.

The ground surface is fully stabilised, and is fully covered with ballast, capping material, concrete or rail track.

The enclosed sides of the work area are of constructed concrete retaining walls.

There is no exposed earth, landscaping, flora, fauna or natural watercourses within the work area.

The ground surface is level. In-ground stormwater drainage feeds to a nearby stormwater retention basin.

The work area is recessed in a cutting, with no direct line of sight to residential or other sensitive receivers.

The distance to the nearest residential receiver is 280m.

The distance to the nearest other receiver is 100m.

The nearest residential and other sensitive receivers are located in the Noise Catchment Areas identified in the SMTF Construction Noise and Vibration Management Plan (CNVMP)

6.0 Justification for the proposed works

The proposed works are essential to the operation of the expanded SMTF, and form part of the work scope of the Line Wide Works (LWW) Contract.

The work needs to be carried out during rail possession periods so as to ensure safe access to the work area.

7.0 Environmental Benefit

The proposed works will, together with the remainder of the SMTF Expansion works, support the operation of the Sydney Metro City & Southwest and the associated environmental and social benefits of that project.

8.0 Control Measures

Will a project and site specific EMP be prepared? Yes

Are appropriate control measures already identified in an existing EMP? Yes.

The applicable control measures identified in the existing SMTF management plans will be applied to the proposed work area. Those plans include:

- CEMP
- CNVMP
- Construction Noise Vibration Impact Statement (CNVIS)
- Site Environmental Plan (SEP)

The above plans will be amended where needed so as to incorporate the proposed work area, and to address compliance requirements in relation to Metro Trains Sydney (MTS) Environment Protection Licence 21247, which applies to the proposed work area.

9.0 Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? No

If yes, what adaptation/mitigation measures will be incorporated into the design? Not applicable

10.0 Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No flora or fauna in the proposed work area. No change from the approved project. No additional impact.	No additional measures required.	Y	Y	
Water	The proposed work area has and will contain no natural watercourses, no exposed earth, no stockpiling, no waste storage, no chemical storage, no ground disturbance activities or other potential sources of water pollution. Stormwater runoff from the stabilised ground surfaces of the proposed work area will be clean. No change from the approved project. No additional impact.	No additional measures required.	Y	Y	
Air quality	The proposed works will not generate any dust or fumes. No change from the approved project. No additional impact.	No additional measures required.	Y	Y	
Noise vibration	The proposed work activities and plant are the same as those for the corresponding works on the approved project are low noise impact. The proposed works will involve no vibration intensive plant or activities. Work hours will be the same as and concurrent with work hours for corresponding works on the approved project.	No additional measures required.	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>Nearby residential and other sensitive receivers are within the same NCAs as the approved project.</p> <p>Residential receivers are no closer to the proposed works than on the approved project.</p> <p>The existing CNVIS for the approved project will apply to the proposed work.</p> <p>The extended work area and the proposed works will have no additional impact on sensitive receivers.</p> <p>No change from the approved project.</p>				
Indigenous heritage	<p>There are no items of indigenous in the work area.</p> <p>No change from the approved project.</p> <p>No impact.</p>	No additional measures required.	Y	Y	
Non-indigenous heritage	<p>There are no items of non-indigenous heritage in the work area.</p> <p>No change from the approved project. No impact.</p>	No additional measures required.	Y	Y	
Community and stakeholder	<p>The proposed work area is wholly contained within the distribution area of community notifications for the approved project.</p> <p>All work within the proposed work area will take place at the same time as corresponding work within the approved project area.</p> <p>No further or additional community engagement considerations will be generated, and no further or additional community notifications will be required in relation to the proposed works.</p> <p>No change from the approved project.</p> <p>No additional impact.</p>	No additional measures required.	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	No change from the approved project. No additional impact.	No additional measures required.	Y	Y	
Waste	The proposed works will generate minimal waste, which is expected to be recyclable. No change from the approved project. No additional impact.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	The proposed work area is not directly visible from the surrounding area. No residences have direct line of sight to the works. No change from the approved project. No additional impact.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	No change from the approved project.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	Y	Y	
Other	No change from the approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the approved project.	No additional measures required.	Y	Y	

11.0 Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the approved project.	No additional measures required.	Y	Y	
Water	No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	No change from the approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from the approved project.	No additional measures required.	Y	Y	
Traffic	No change from the approved project.	No additional measures required.	Y	Y	
Waste	No change from the approved project.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	No change from the approved project.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	No change from the approved project.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	Y	Y	
Other	No change from the approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the approved project.	No additional measures required.	Y	Y	

12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the construction elements of the approved project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No new environmental impacts are expected as a result of the proposed works.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

13.0 Other Environmental Approvals


Identify all other approvals required for the project:

MTS Environment Protection Licence 21247 applies to the proposed work area. The proposed work will be carried out in compliance with applicable conditions of that licence.

OOHW Applications will be prepared and approved for all out of hours works.


Author certification

To be completed by person preparing checklist.

<p>I certify that to the best of my knowledge this Consistency Checklist:</p> <ul style="list-style-type: none"> Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information. 			
Name:	Mathew Billings	Signature:	
Title:	Environment & Sustainability Manager		
Company:	Systems Connect	Date:	30/01/2020

Environmental Representative Review

(Additional step for City & Southwest projects only – if this is a CA against a Northwest Project or REF delete this table)

<p>As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.</p>			
Name:	Peter Hatton	Signature:	
Title:	Environmental Representative	Date:	31 January 2020

This section is for Sydney Metro only.

<p>Application supported and submitted by</p>			
Name:	Ben Armstrong	Date:	7/2/20
Title:	Senior Manager Environment	Comments:	-
Signature:			

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.



Endorsed by			
Name:	Fil Cerone	Date:	11 FEBRUARY 2020
Title:	Director, City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:	