



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

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Prepared by:	Sydney Metro
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For information – do not alter:

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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

1. Existing Approved Project

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

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Bankstown Station Modification 1 – October 2020

Date of determination: 12/12/2018

Type of planning approval: Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

Construction and operation of a metro rail line, approximately 13km long, between Marrickville and Bankstown, including ten metro stations and associated ancillary infrastructure. The works include station works, track and rail system facility works and other works to support metro operations.

The EIS presented a Temporary Transport Strategy (TTS) which outlined the use of bus replacement services over possession periods, periods when trains could not run on the T3 Bankstown Line, during construction. The possession periods that were assessed included school holiday possession periods (two (2) weeks in July and six (6) weeks in December/January for five (5) years), four (4) additional weekend possessions per year (in addition to the standard Sydney Trains possessions) and a final possession of up to six (6) months.

Following exhibition of the EIS, changes were made to the exhibited project in the Preferred Infrastructure Report (PIR). Given the reduction in the construction activities required to deliver the scope of works identified in the PIR, there was also a change to the proposed temporary transport arrangements. This included the provision of two month station closures where up to three stations would be closed at any one time, reduction of the closure during the December/January period and removal of the two (2) week possession periods in the July school holidays throughout the construction phase.

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

Sydenham to Bankstown Environmental Impact Statement (EIS) – September 2017

Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) – June 2018

Sydenham to Bankstown Submissions Report (SR) – September 2018

Sydenham to Bankstown Modified Conditions of Approval – October 2020

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR and SR and the conditions of approval.

2. Description of proposed development/activity/works

An additional full line closure would be required for two weeks in July 2021 school holiday period (28 June- 11 July 2021) to enable construction of the approved project. Bus replacement services would be provided on seven routes on weekdays, and three routes on the weekend. These routes include:

Weekdays

- 10T3 – 10T3 Bankstown to Sydenham (All stops) – Commuter service to Sydenham
- Route 1 – Hurlestone Park to Sydenham (All stops) – Commuter service to Sydenham
- Route 2 – Bankstown then Padstow (Express) – Transport to T8 parallel line
- Route 3 – Punchbowl, Wiley Park then Beverly Hills (Express) – Transport to T8 parallel line
- Route 4 – Lakemba, Belmore then Kingsgrove (Express) – Transport to T8 parallel line
- 74T3 – 74T3 Campsie then Central (Express) – Transport to City
- Route 5 – Canterbury then Central (Express) – Transport to City

Weekends

- 10T3 - All stations between Bankstown and Sydenham
- 33T3 – Limited stops between Bankstown and Sydenham
- 13T3 – Express service between Campsie and Sydenham

AECOM has prepared a Traffic Consistency Assessment dated November 2020 (Appendix A) for the seven weekday bus routes.

3. Timeframe

When will the proposed change take place? For how long?

June/July 2021 for two weeks during school holidays (28 June- 11 July 2021).

4. Site description

The general extent of the project area is shown in Figure 2-1 of AECOM’s Transport Consistency Assessment (Appendix A). The temporary bus stops and routes are in the streets surrounding the Sydenham to Bankstown rail corridor, as well as between the rail corridor and Central Station, Kingsgrove, Beverly Hills and Padstow.

5. Site Environmental Characteristics

Refer to the Environmental Impact Statement for a description of the existing environment. The proposed construction works would impact nearby receivers and the bus replacement services would impact on the pedestrian spaces around affected train stations and existing road network only.

6. Justification for the proposed works

A review of the construction scheduling identified a delay in the commencement of station construction due to the availability of possessions (rail shutdowns). This has implications on the date of station and milestone completion and therefore the wider Approved Project. The proposed activity is required to mitigate construction delays.

As a result of the proposed works (and other temporary transport arrangements as part of the existing planning approval), there is no longer a need for up to four two-month station closures where up to three station would be closed at one time. This is an improved overall customer outcome. A comparison of the approved possessions and closures against the proposed is as follows:

Rail Possessions and Closures	Approved Rail Possessions and Station Closures (Section 2.7.2 and Section 2.7.3 of the SPIR)	Proposed Rail Possessions and Station Closures
Standard weekend possessions (Sydney Trains possessions utilised by Sydney Metro)	Up to four weekends each calendar year.	No change.
Additional weekend possessions	Up to eight weekend possessions required each year.	No change.
School holiday possessions	Two week possessions of the T3 Bankstown line (either in part or full) during Christmas school holiday periods.	A two week possession during the Christmas school holiday periods was not undertaken in 2020. A two-week possession over the Christmas 2021 period will still be required.

		A two week possession during the July school holiday period is proposed for 2021 only.
Freight track possessions The section of rail corridor between east of Marrickville and west of Campsie is shared with freight tracks managed by ARTC.	Up to four weekend possessions a year (these periods coincide with the standard Sydney Trains possession described above).	No change.
Night-time weekday possessions	Required on an occasional basis to prepare the rail corridor ahead of weekend or school holiday possessions.	No change.
Final possession	Between three and six months once the stations have been upgraded.	No change.
Temporary station closures	Individual stations may be closed for up to 2 months to complete the station works. Up to three stations may be closed at any one time.	The proposed activity avoids the need for 4 two-month station closures (with a total impact of 8 months).

Consultation has been undertaken with Sydney Trains and the Customer Journey Planning team (previously known as Sydney Coordination Office- SCO) as well as Sydney Metro’s Linewide and TSOM contractor on the proposed activity.

7. Environmental Benefit

The additional two-week possession will assist in mitigating construction delays. By ensuring the scheduling remains on time, this will reduce the period of time where environmental impacts are resulting from construction works. By providing the two-week possession this meant that the up to 4 two-month stations shutdowns would not be required in the future, which is also an improved overall customer outcome.

8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

The conditions of approval require a Temporary Transport Management Plan (TTMP) to be prepared in accordance with the Temporary Transport Strategy (TTS) which details the location of the elements of the TTS relevant to each station closure. The TTS identified a number of mitigation measures to minimise traffic and safety impacts. AECOM's Traffic Consistency Report identified an additional mitigation measure to be included in the TTMP. This includes the installation of traffic control during the AM and PM peak periods at the priority-controlled intersection at Burwood Road/ Bridge Road. This is to manage pedestrian safety and bus movements turning right from Bridge Road. The operation of this intersection would be monitored during the initial stages of the possession to determine the need for ongoing traffic management.

9. Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design? N/A

10. 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 changed from Approved Project.	No additional measures required.	Y	Y	
Water	No changed from Approved Project.	No additional measures required.	Y	Y	
Air quality	The proposed temporary bus routes have the potential for localised air quality impacts however, this is anticipated to be balanced by the line-wide shutdown of the rail corridor during this period. Nevertheless, any localised air quality impacts are considered to be negligible relative to the Approved Project.	No additional measures required.	Y	Y	
Noise vibration	<p>The additional possession period and replacement bus services will result in minor noise impacts to nearby properties.</p> <p>The extent of construction noise and vibration impacts are expected to be similar to other possession periods assessed in the Approved Project. Construction noise and vibration was assessed in Volume 3, Technical Paper 2 of the EIS. These impacts will be mitigated in accordance with the measures contained within the Construction Noise and Vibration Management Sub-Plan.</p> <p>The construction traffic noise (including temporary buses) was assessed in Volume 3, Technical Paper 2 of the EIS. The proposed activity will result in noise impacts to new receivers due to two new bus routes and modifications of previously assessed bus routes. These impacts would be consistent with the</p>	No additional measures required.	Y	Y	

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
	noise impacts as assessed within the EIS and would be temporary in nature over the 2 week period. It is considered that the additional noise impacts from the bus routes presents a negligible change from the Approved Project. This is particularly considering that the additional July possession avoided the need for the Christmas 2020 shutdown and will avoid the need for up to 4 two-month station shutdowns in the future, thereby Thus removing construction traffic noise at other times.				
Indigenous heritage	No changed from Approved Project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No changed from Approved Project.	No additional measures required.	Y	Y	
Community and stakeholder	There will be ongoing community and stakeholder engagement in relation to these proposed works.	No additional measures required.	Y	Y	
Traffic	<p>Traffic</p> <p>In accordance with Condition of Approval E48, a Temporary Transport Management Plan will be prepared.</p> <p>To support this Consistency Assessment, AECOM have prepared a Transport Consistency Assessment (Appendix A) for the proposed activity. It assessed the traffic impacts of seven weekday bus routes and construction vehicles. It was considered that the three weekend routes did not need further assessment as weekend background traffic is generally lower on the network when compared to peak periods.</p> <p>Route 2 (Express to Padstow Station), Route 3 (Express to Beverly Hills Station and Route 4 (Express to Kingsgrove Station) are new services</p>	<p>In accordance with Condition of Approval E48, the Temporary Transport Management Plan is to include the following mitigation measures:</p> <ol style="list-style-type: none"> 1. Traffic control would be installed during the July 2021 school holiday AM and PM peak periods at the priority-controlled intersection at Burwood Road/ Bridge Road to manage pedestrian safety and bus movements turning right from Bridge Road. The operation of this intersection 	Y	Y	

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				Y/N	Comments
	<p>proposed that were not previously included in the Approved Project. The traffic impact of these routes has been assessed as negligible. The maximum additional peak hour traffic added by the bus replacement services is 15 veh/h or less, with the increases in delay expected to be negligible. The impacts on key intersections were also considered acceptable, subject to the implementation of mitigation measures, and the assessment in the Transport Consistency Report (Appendix A) are summarised as follows:</p> <ul style="list-style-type: none"> Express routes to Central Station – Ten intersections were modelled along Route 74T3, Route 5 and the area surrounding Central Station. All ten intersections were assessed as having a reasonable level of impact, where the increase in delay is expected to be negligible. Sydenham Station – One intersection was modelled and it is expected that the proposed activity would have no noticeable delays. Marrickville Station – One intersection modelled and the additional delay is considered reasonable during the peak periods. Dulwich Hill Station – Three intersections modelled and the additional delay is considered reasonable during the peak periods. At the Wardell Road/ Dudley Street intersection, whilst the level of 	<p>would be monitored during the initial stages of the possession to determine the need for ongoing traffic management.</p> <p>2. Consultation is to be undertaken with businesses or other sensitive receivers impacted by the temporary loss of parking. Impact to these businesses is to be minimised where possible.</p>			

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				Y/N	Comments
	<p>service will decrease, the impact is expected to be negligible.</p> <ul style="list-style-type: none"> Hurlstone Park Station – Two intersections modelled. The increase in delay is expected to be minimal and will not cause noticeable delays for commuters in peak hour. Canterbury Station – One intersection was modelled and it is expected that any impact to the level of service would be minor and would not warrant any mitigation. The level of impact is also consistent with the Approved Project. Campsie Station – Six intersections were modelled. Three of the intersections were modelled in the AM period and the impact is considered to be negligible. For three of the five intersections modelled during the PM peak period, the increase in delay is considered to be negligible during peak periods. The intersection of Beamish Street/ Evaline Street and Beamish Street/ North Parade are expected to experience a minor increase in delay however, this performance is considered reasonable during peak periods. Belmore Station – Eight intersections were modelled. The Burwood Road/ Bridge Road intersection is expected to result in the lowest level of service however, with proposed mitigation measures (as outlined 				

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				Y/N	Comments
	<p>within this consistency assessment), the impact of the bus replacement services is considered to be minor.</p> <p>The remaining intersections would experience additional delays however, the resultant level of service is still considered to be reasonable during peak times.</p> <ul style="list-style-type: none"> Lakemba Station – One intersection was modelled and whilst there would be additional delays due to the additional bus services, the resultant level of service is still considered to be reasonable during peak times. Wiley Park Station – Five intersections were modelled. For three intersections, the increase in delay is expected to be reasonable during peak periods. The other two intersections, King Georges Road/ Mary Street and Canterbury Road/ King Georges Road, the increase of a maximum of two seconds in average delay is considered to be negligible and would not warrant mitigation. Punchbowl Station – One intersection was modelled and the additional bus services is expected to result in a negligible increase in delay during peak times. Bankstown Station – One intersection was modelled and the additional bus services is 				

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				Y/N	Comments
	<p>expected to result in a negligible increase in delay during peak times.</p> <p>Parking</p> <p>The temporary bus stops and provision for bus layover and standby buses will temporarily impact street parking during the two-week possession period. Impacts to street parking have been minimised as much as possible by strategic location of the bus stops and where possible, limiting impacts only during weekday peak periods.</p> <p>During the possession, street parking would also be impacted by construction vehicle parking, and also the loss of some commuter car parking areas for use for material, equipment and machinery lay down areas.</p> <p>Street parking impacts are expected to be greatest in streets adjacent to stations, access areas to the rail corridor and commuter parking areas. This includes Lillian Street and South Parade in Campsie.</p> <p>Up to 10 car parking spaces may be provided at each construction site. However this will not accommodate the overall demand for construction worker vehicle parking during the possession period.</p> <p>Construction worker parking impacts would be managed in accordance with the Worker Car Parking Strategy and the Construction Traffic Management Plan prepared by Sydney Metro's Contractors, (requirement of REMM TC15) developed in consultation with the relevant local council. These encourage contractor staff to use public transport, car share, and park in designated</p>				

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	<p>off site areas and access construction sites via shuttle bus where these options are available.</p> <p>The occupation of commuter car parking areas for material, equipment and machinery laydown areas is to be undertaken through formal channels with the local council or land owner, and impacts are to be managed in line with the Contractor's CTMP.</p> <p>Commuter parking demand around the stations is expected to drop significantly during the possession period which will assist with offsetting parking impacts from construction worker vehicles and material, equipment and machinery laydown areas.</p> <p>Impact to street parking during possession periods was assessed in Volume 2, Technical Paper 1 of the EIS, and the proposed activity is considered to be consistent with the Approved Project. The Conditions of Approval require a Temporary Transport Management Plan to be prepared and this will incorporate measures to minimise impact to on-street parking and surrounding residences and commercial properties. In addition to this, a mitigation measure is proposed, requiring consultation to be undertaken with businesses impacted by temporary bus stops and loss of car parking.</p>				
Waste	No change from the Approved Project.	No additional measures required.	Y	Y	

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
Social	<p>The proposed activity would result in social impacts, by way of inconveniences and delays, as the train line will not be in operation for two weeks. However, there has been a significant attempt to mitigate these impacts by providing a variety of bus replacement routes, including express services, and also routes to other train lines which is anticipated to provide a more direct connection to Central than an all stops rail replacement service. In addition, the additional July possession removes social impacts which would have resulted from the Christmas 2020 possession and up to 4 two-month stations closures, which are no longer required due to the additional July 2021 possession.</p> <p>An additional mitigation measure is proposed requiring consultation with the local community prior to the July possession.</p>	<p>Consultation with the local community is to be undertaken prior to the two week July possession.</p>	Y	Y	
Economic	<p>There is potential for the proposed activity to result in economic impacts to businesses surrounding rail stations due to loss of rail patronage and some nearby car parking. However, the loss of rail patronage is temporary only and anticipated to be mitigated by additional patronage from construction workers and bus users. The car parking impacts are likely to be similar to other rail shutdowns being undertaken, for example over the Christmas possession. Any economic impact from the proposed activity is anticipated to be negligible relative to the Approved Project.</p>	<p>No additional measures required.</p>	Y	Y	
Visual	<p>Minor visual impacts would result from the temporary bus stops. However, this is considered to be temporary only and negligible relative to the Approved Project.</p>	<p>No additional measures required.</p>	Y	Y	

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
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	The relevant mitigation measures identified in the approval documentation would continue to apply to Proposed activity.	Additional mitigation measures proposed as outlined above.	Y	Y	

11. Impact Assessment – Operation

The proposed works are during construction only.

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	
Visual	No change from the Approved Project.	No additional measures required.	Y	Y	

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
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. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a metro rail line between Sydenham and Bankstown.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the Approved Project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No. The proposed works do not result in any new environmental impacts beyond those considered in the Approved Project.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

13. Other Environmental Approvals

Identify all other approvals required for the project:	N/A
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Author certification

To be completed by person preparing checklist.


I certify that to the best of my knowledge this Consistency Checklist:

- 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:	Rachel Gardner	Signature:	
Title:	Planning Approvals Officer		
Company:	Sydney Metro	Date:	22.06.2021

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	24/06/2021
Title:	Associate Director Planning Approvals	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:	24 June 2021
Title:	Director City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			

Appendix A – July 2021 Possession Traffic Consistency Assessment