



Integrated
Management
System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Sydney International Speedway Reinforced Soil Wall (RSW) – Drainage Design
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
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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 Planning Approval Manual (SM ES-ST-216)

1.0 Existing Approved Project

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

- SSI 10048 Sydney International Speedway

Date of determination:

- SSI 10048: 23 December 2020

Type of planning approval: SSI (Division 5.2)

Description of existing approved project you are assessing for consistency:

- Construction and operation of the Sydney International Speedway including:
 - A speedway racetrack for cars and bikes
 - Pit area and new access from Ferrers Road
 - A grandstand and open terraced seating
 - Ticketing infrastructure for both the Speedway and adjoining motorsport facilities
 - New carparking locations for use by Sydney International Speedway and adjoining motorsport facility patrons, and
 - Operational support infrastructure, including a stormwater management system and mesh dust management screens.

The approved SSI includes the construction of a retaining wall along the western perimeter of the site (adjoining Ferrers Road) using a reinforced soil wall (RSW) retaining method.

The drainage design for the approved project is a pit and pipe drainage system which directs runoff through a series of drains and to a number of batter chutes along the boundaries of the site. Two batter chutes are provided in the area of the RSW.

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

- Sydney International Speedway Environmental Impact Statement including accompanying technical papers (August 2020)
- Sydney International Speedway Submissions Report (November 2020)
- Sydney International Speedway Amendment Report (November 2020)
- Instrument of Approval (dated 23 December 2020)

The above documents are available on the NSW planning portal here: <https://www.planningportal.nsw.gov.au/major-projects/project/30111>

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, Submissions Report and Amendment Report and the conditions of approval.

2.0 Description of proposed development/activity/works

Following lodgement of the Submissions Report and Amendment Report, further detailed design work for the RSW continued, including consideration of drainage solutions to ensure water drained away from the wall as quickly as possible to minimise any risks of water build up within the RSW that could affect the integrity of the structure.

The proposed design solution is the construction of cross drains perpendicular to the RSW to convey water away from the wall towards Ferrers Road. The cross drains would extend beyond the approved project boundary as shown in the site plan provided as Appendix A. Each cross drain would involve the construction of a 300 mm trench from the toe of the RSW to the edge of the existing batter on Ferrers Road, installation of a pipe, and backfilling. Suitable erosion control would be installed at the pipe outlet.

Cross drains would be provided at intervals of no greater than 25 metres, however, the exact location of each drain is flexible to avoid any trees, microhabitats or priority weeds as identified in the pre-clearing survey report provided in Appendix B. The cross drains would be PVC drains, however, where there is a need to 'curve' or 'bend' drains to avoid localised constraints, a flexible material such as ag drain would be used.

Excavation would be undertaken using a 5 tonne excavator located as close as possible to the toe of the wall, using the extended excavator arm to access the site area, minimising the need for intrusion by the excavator into the vegetated areas.

The staffing levels and waste generated are expected to be the same as for the approved project.

A site plan showing the location and extent of the works is provided as **Appendix A** and a biodiversity pre-clearance survey report prepared by Narla Environmental, on behalf of Abergeldie (SIS contractor) is provided as **Appendix B**.

3.0 Timeframe

The proposed cross drains would be a permanent drainage solution to maintain the long term integrity of the RSW. As the cross drains need to be in place prior to commencement of construction of the RSW, the works should commence as soon as possible and take approximately 1 week to construct.

4.0 Site description

The Sydney International Speedway is being developed on land owned by the NSW Government, managed by the Western Sydney Parklands Trust (WSPT). The SIS is located on the following lots:

- Lot 1, deposited plan (DP) 1077822
- Lots A, B & C DP 408966
- Lot 2 DP 1062965.

The proposed works would be located on Lot 1, deposited plan (DP) 1077822. The proposed cross drains would extend beyond the approved site boundary on land that is also owned by the NSW Government and managed by WSPT. Refer to Appendix A for a site plan.

5.0 Site Environmental Characteristics

The proposed works would be located on an existing batter between the boundary of the site and Ferrers Road. The area of proposed works includes vegetation corresponding to the following plant community type: Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion (PCT 850), although no tree removal is required. This PCT forms part of the Cumberland Plain Woodland in the Sydney Basin Bioregion which is listed as a threatened ecological community (TEC) under the BC Act (listed as Critically Endangered). The condition of the vegetation in the area of the proposed works is classified as revegetation.

6.0 Justification for the proposed works

Detailed design of the RSW identified the need to incorporate drainage in the base of the RSW to convey water away from the structure. Without appropriate drainage, there is a risk that water would build up within the RSW structure potentially affecting the integrity of the structure with associated safety and environmental risks if the structure failed.

7.0 Environmental Benefit

The proposed works will play an important role in ensuring the long term structural integrity of the RSW. In the absence of appropriate drainage controls, there is a risk of loss of structural integrity. If this risk materialised it could lead to environmental impacts in the surrounding area, including the TEC. The proposed works would reduce this risk.

8.0 Control Measures

The works would be undertaken within the existing CEMP which identifies appropriate controls for the works. These include undertaking a pre-clearance survey, micro-siting of the drains in response to vegetation conditions on the ground as identified through the pre-clearance survey and soil and erosion controls.

The proposed construction method has also been tailored to minimise intrusion of heavy plant into the site area, with an excavator working from the top edge of the work area and using the extended excavator arm to undertake the works.

The works would not involve any tree removal.

9.0 Climate Change Impacts

Given the minor nature and scope of the works, the proposed works would not give rise to any impacts that would contribute to climate change. As the works are designed to drain water away from the RSW to support its long term structural integrity, the works would offer additional protection against increased rainfall amounts and intensity that may occur under future climate scenarios.

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	Potential for minor disturbance to ground cover vegetation and priority weeds during construction activities. The construction method allows the micro-siting of the cross drains to be adjusted to avoid any areas of biodiversity value or priority weeds identified through the pre-clearance survey. This includes the option to use flexible pipe material rather than PVC to 'curve' the pipe to avoid any identified constraints. Potential for disturbance to biodiversity would be further reduced by working from the edge of the work area using the excavator arm, minimising any intrusion by the excavator into the vegetated area.	Avoidance of areas of biodiversity value or priority weeds identified through the pre-clearance survey by: • locating trenches to avoid constraints • use of flexible pipe material where required to avoid constraints • minimising excavator intrusion into the vegetated area by working from the edge of the wall.	Y	Y	
Water	Potential for minor and localised soil erosion and sedimentation will be managed through erosion and sedimentation controls already established in the CEMP.	Excavated trenches will be backfilled immediately after placing of pipe.	Y	Y	
Air quality	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
Noise and 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	The excavator may be visible by users of Ferrers Road, however, given the screening provided by existing vegetation and the short term duration of the works, any visual impact would be negligible.	No additional measures required.	Y	Y	
Urban design	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
Geotechnical	The shallow nature of the trench excavations and the minor scale of the works means there will be no geotechnical impacts as a result of the proposed works.	No additional measures required.	Y	Y	
Land use	No change to the approved project.	No additional measures required.	Y	Y	
Climate Change	Given the minor nature and scope of the works, the proposed works would not give rise to any impacts that would contribute to climate change. As the works are designed to drain water away from the RSW to support its long term structural integrity, the works would offer additional protection against increased rainfall amounts and intensity that may occur under future climate scenarios.	No additional measures required.	Y	Y	
Risk	The proposed works would not generate any new risks to the project; however, they would provide a mitigation against risk of impact to the long term structural integrity of the RSW which may arise as a result of poor drainage.	No additional measures required.	Y	Y	
Other	N/A			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
Management and mitigation measures	Project CEMP including pre-clearance survey and soil and erosion management. Works specific construction methodology including the excavator working from the toe of the RSW and micro-siting of excavation trenches / pipes to avoid constraints.		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	As noted in the risk section below, the proposal would safeguard against risks to the long term structural integrity of the RSW. If those risks materialised, there are potential impacts to the biodiversity values of the project area.	No additional measures required.	Y	Y	
Water	The proposal would provide a permanent drainage solution for the RSW, allow water to be conveyed to existing drainage in Ferrers Road while minimising any potential for soil erosion and resulting deterioration in water quality.	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	

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
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	
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	Given the minor nature and scope of the works, the proposed works would not give rise to any impacts that would contribute to climate change. As the works are designed to drain water away from the RSW to support its long term structural integrity, the works would offer additional protection against increased rainfall amounts and intensity that may occur under future climate scenarios.	No additional measures required.	Y	Y	
Risk	The proposed works would not generate any new risks to the project; however, they would provide a mitigation against risk of impact to the long term structural integrity of the RSW which may arise as a result of poor drainage.	No additional measures required.	Y	Y	
Other	N/A			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
Management and mitigation measures	N/A			Y	

12.0 Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to deliver a new Sydney International Speedway
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 function of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The proposed works would be consistent with the objectives and function of the approved works and more specifically the drainage design for the site by contributing to the long term structural integrity of the RSW.
Are there any new environmental impacts as a result of the proposed works/modifications?	There are no new environmental impacts. The location of the works in an area of TEC (condition classed as 'revegetation') raises the potential for biodiversity impacts. However, the specific location and design of the works and the construction methodology would respond to actual biodiversity conditions on the ground, with the location of trenches / pipes adjusted to avoid biodiversity values. There would be no tree removal with disturbance limited to ground cover in discreet areas.
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.

13.0 Other Environmental Approvals

Identify all other approvals required for the project:

None

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:	Brian Cullinane	Signature:	
Title:	SIS Planning Approval Manager		
Company:	EME Advisory	Date:	15/01/2021

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	20/01/2021
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:	Todd Brookes	Date:	20/01/2021
Title:	Director, Environment Sustainability and Planning (Metro West)	Comments:	
Signature:			

Appendix A

Appendix B