



# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	Realignment of the project Boundary along the Boulevard (West of Wiley Park Station) to install the security fence
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<b>Prepared for:</b>	Sydney Metro and the relevant Contractor
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Form information – do not alter

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## 1. Existing Approved Project

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

Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256)  
 Sydney Metro City & Southwest - Sydenham to Bankstown Modification 1

Date of determination:	Sydenham to Bankstown (SSI 8256) (Planning Approval Date – 12 December 2018) Sydenham to Bankstown Modification 1 (Determined 22 October 2020)	Type of planning approval:	Critical State Significant Infrastructure
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Relevant background information (including EA, REF, Submissions Report, Director General’s Report, MCoA):

- The Sydney Metro City & Southwest – Sydenham to Bankstown – State Significant Infrastructure Assessment (SSI 8256), 12th December 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Environmental Impact Statement, 7th September 2017;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report, June 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions Report, September 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Modification 1 – Bankstown Station, determined 22nd October 2020

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the Environmental Impact Statement (EIS), SPIR, the Submission Report (SR), modification report, and the conditions of approval (CoA).

Description of existing approved project you are assessing for consistency:

The approved project involves upgrading ten existing stations west of Sydenham (Marrickville to Bankstown inclusive), and a 13 kilometre long section of the Sydney Trains T3 Bankstown Line, between west of Sydenham Station and west of Bankstown Station, to improve accessibility for customers and meet the standards required for metro operations.

Works for the Sydenham to Bankstown (S2B) element of Sydney Metro City and Southwest (C&SW) – is occurring in stages as per the Staging Report Rev 7. These include:

- Southwest Metro Early Works (SMEW);
- Line-Wide works (LW);
- Southwest Metro Corridor (SMC) (including Bankstown Station early works)
- Southwest Metro Station Upgrades.
- Trains, Systems, Operations and Maintenance (TSOM).

**Station works:**

In addition to the station upgrades to improve accessibility, works to meet the standards required for metro services include:

- Installation of platform screen doors
- Provision of operational facilities, such as station service buildings
- Accessibility upgrades for buildings
- Works related to integration with other modes of transport.

**Track and rail system facility works:**

The upgrade of track and rail systems to enable operation of metro services include:

- Track works where required along the rail corridor, including upgrading tracks and adjusting alignments, between west of Sydenham Station and west of Bankstown Station
- New turn back facilities and track crossovers
- Installing Sydney Metro rail systems and adjusting existing Sydney Trains rail systems
- Overhead wiring adjustments.

**Other Project elements:**

- Upgrading existing bridges and underpasses
- **Security measures, such as fencing.**
- Noise barriers
- Modifications to corridor access gates and tracks
- Augmentation of existing power supply, including new traction sub-stations
- Utility and rail system protection.
- Bridge protection works
- Combined Service Route
- Drainage works to reduce flooding and manage stormwater
- Provision of temporary facilities to support construction, including construction compounds and work sites

**Security Fence, Vegetation Impacts and the EIS Project Boundary:**

The installation of a security fence along the Sydenham to Bankstown alignment is an integral component to the project and is a necessary step in allowing for the driverless operation of the Metro. As identified in Appendix B of the SPIR, the proposed security fence would comprise two elements; a security fence which would run along both sides of the rail corridor, and another form of security fence (segregation fence) between the ARTC freight tracks and the new Metro lines, between west of Marrickville Station and west of Campsie Station. The security fence design (including height and climber prevention features) will vary along the alignment depending on the location of the fence

and its proximity to structures which could impose a climbing aid to potential trespassers hoping to enter the metro rail corridor. This includes, but is not limited to trees and other vegetation, lighting posts, local geographical or topographical features of the landscape, as well as the Station buildings themselves.

Initial designs for the placement of the Security fence aimed to replace the existing corridor fence with the security fence. Section 2.3.2 and 2.4.4 in Appendix B of the SPIR detail the approved vegetation clearing extents for the delivery of the project, including the suggested approach to Tree Removal and Management. Conditions of Approval and the Revised Environmental Mitigation Measures (CoA E4 and REMM LV4), advises that detailed design considers all options to minimise the need to remove trees, and to retain as many trees as possible particularly where they contribute to screening vegetation or landscape character.

## 2. Description of proposed change which is the subject of this assessment

The purpose of this consistency assessment is to extend the project boundary between Lakemba Station and Wiley Park station along The Boulevard from its existing position, up to the footpath. The proposed additional construction area would support the construction of the security fencing and would eliminate excessive clearing of established vegetation.

As per the approved project, initial designs for the placement of security fence aimed to replace the existing corridor fence. This approach would result in excessive clearing of established vegetation including significant landscape trees that provide considerable visual amenity value and shield the public's direct line of sight of the rail corridor.

Placement of the approved security fence along the rail corridor must not only remove vegetation, but its placement must occur in areas that do not impose climbing aids to trespassers and must occur in areas which are safe for workers to access and work from. The placement of the security fence is therefore limited not only by physical structures along the Southwest corridor such as trees, manmade structures, buildings and local geography, but also by the extent of the project boundary specified in Appendix B of the SPIR.

By moving the project boundary to the footpath in this location (this consistency assessment), during detail design and construction for the proposed security fence, the Contractor would be able to determine if the proposed security fence can be woven around and away from significant trees in an attempt to retain them.

This assessment does not permit the extension of the project boundary beyond the footpath along The Boulevard, or into land which is not owned by Transport Asset Holding Entity (TAHE). On this basis, a detailed land survey is required closer to the point of construction to ascertain the geographical extent of land owned by TAHE along The Boulevard.

### Description of works:

As per the approved project, works will involve the installation of the security fence between Wiley Park Station and Lakemba Station along The Boulevard. However, the fence position would vary along the corridor in this section of the project as it may: replace the existing corridor fence, be positioned closer to track away from the existing corridor fence; or, be positioned closer to the footpath, further away from the existing corridor fence. The placement of the fence is subject to detailed planning, however it would remain a continuous stretch of security fence, weaving in an orientation that best retains the significant trees along The Boulevard. The purpose of this Assessment

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covers only the extension of the project Boundary to the footpath along the Boulevard. Delivery of works would be as per the approved project and will be no different in terms of plant, equipment, staffing levels and impact.

**Working hours:**

As per the approved project. Works would be delivered within standard hours, under the SM OOHW Protocol or an EPL where works outside Standard hours are required.

**Table 1 - Comparison of the proposal with relevant elements of the Approved Project**

Relevant elements of the Approved Project	Proposed change
Appendix B Figure 2.1 Map 4 - The project Boundary along The Boulevard between Lakemba Station and Wiley Park Station currently mirrors the Rail corridor fence.	Shifting the project boundary along The Boulevard between Lakemba Station and Wiley Park Station up to the start of the footpath. This land has been assessed as belonging to TAHE via Six Maps and confirmation with Sydney Metros Property and Planning Team. Should the project boundary be extended up to the footpath for the purpose of retaining trees, surveys are required prior, to confirm the extent of the Lot boundaries to ensure the project boundary is not extended into land that is not owned by TAHE.



Key	Item
EIS Boundary	
Proposed alignment of EIS boundary	
Rail track	
Tree (ID)	

**Figure 1 – Depicts the area of work including the proposed boundary extension on the Boulevard.**

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### 3. Timeframe

The purpose of this consistency assessment is to extend the project boundary. The works have been assessed as part of the approved project and delivery times may differ from the EIS/SPIR on account of delays to the delivery of the wider Southwest Metro Works. The proposed works would be delivered only upon the completion and approval of the Final Security Fence design, therefore the timing of the security fencing works is subject to detailed planning.

### 4. Site description

The proposed boundary extension area is located along The Boulevard between Wiley Park Station and Lakemba Station. This consistency assessment would extend the project boundary away from the existing rail corridor, toward the footpath along The Boulevard - land which has been determined via SIX Maps to be owned by TAHE (Transport and Asset Holding Entity). See Figure 2 for details of the Lot Boundaries into which the project boundary would be extended. The final extent of the Lot Boundaries would need to be confirmed via a detailed land survey conducted by Sydney Metro at a later date, prior to the construction of the fence as the Approval of this Consistency Assessment does not permit the installation of the Security Fence on land that is not owned by TAHE.

Land into which the project boundary would be extended include:



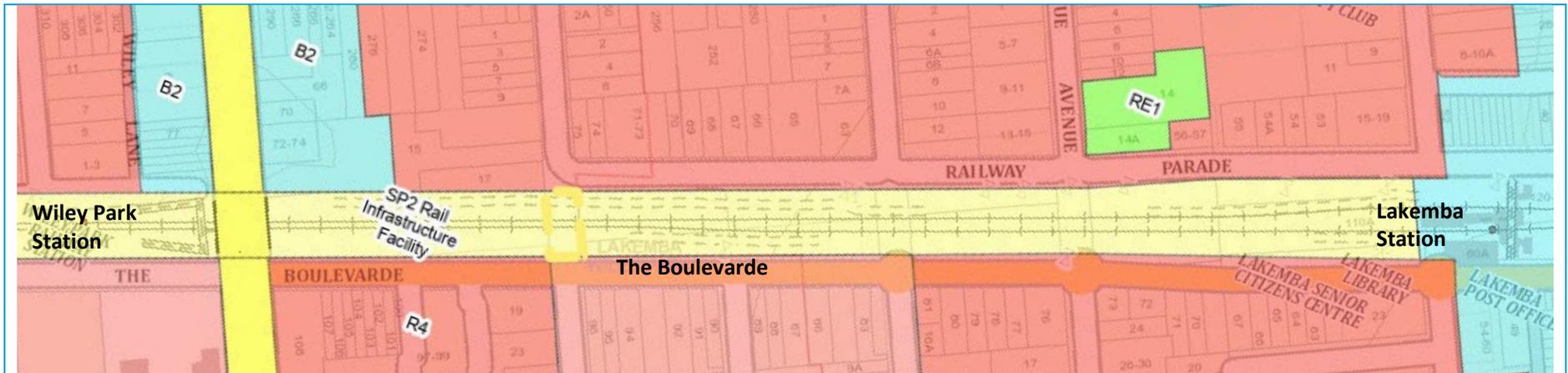
Figure 2 - Proposed work area depicting Lot and DP boundaries within which the project boundary is proposed to be extended into.

**Table 1 - Lot and DP Details for Figure 2**

Lot	DP	Proponent
1	933215	TAHE
6	1184797	TAHE
2	226934	TAHE
62	1133104	TAHE
39	1133403	TAHE
94	4515	TAHE

## 5. Site Environmental Characteristics

The area along The Boulevarde is primarily rail corridor and residential on the opposite side of the road, with large streetscaping trees bordering the rail corridor that add significant amenity value to the area. The proposal area is located on The Boulevard, between Lakemba Station to the East and Wiley Park Station to the west. There are no waterways or threatened or protected flora and fauna species in the vicinity of the proposal area. The area is highly urbanised and experiences a large volume of pedestrian and vehicle traffic.



Item	Land details	
R3/4	Medium/High Density Residential	
SP2	Rail Infrastructure	
RE1	Public Recreation	
B2	Local Centre	

Figure 3 - Land ownership details of the proposed work area.

## 6. Justification for the proposed change

The current fence design sees that the security fence is positioned where the existing rail corridor fence resides. Placement of the security fence in this exact alignment will require the removal of significant vegetation including mature streetscape trees and naturally established trees and other vegetation. Proposals were made to realign the fence closer to track and inside the rail corridor, however upon further investigation it was determined to be highly unsuitable as the area between Wiley Park Station and Lakemba Station has a drastically changing topography with steep embankments and minimal working spaces between embankments and the rail corridor.

As such, a mixed approach to the security fence alignment is required, whereby the fence will need to be positioned either:

- A) Inside the existing rail corridor area – nearing to track (where space and topography permits)

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- B) Along the existing rail corridor fence – replacing the existing fence (where minimal vegetation removal is required)
- C) Outside the rail corridor – towards The Boulevard/footpath (by bringing in significant trees inside the fence line).

The purpose of this consistency assessment therefore, is to extend the project boundary toward the footpath on The Boulevard between Wiley Park Station and Lakemba Station, to provide additional area for the design of the final Security fence such that tree retention can be achieved by enclosing significant trees within the fence line (design outcome C above). If there was no opportunity to place the fence outside of the current project boundary, a large number of significant trees would require removal, which would negatively impact the community’s visual amenity.

### 7. Environmental Benefit

The major environmental benefit would be the retention of significant landscape trees, many of which are native *Lophostemon confertus*.

### 8. Control Measures

Will a project and site specific EMP be prepared?	<input checked="" type="checkbox"/> Yes	Are appropriate control measures already identified in an existing EMP?	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No		<input type="checkbox"/> No

### 9. Conditions of approval

Will the proposal be consistent with the conditions of approval?	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No

## 10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	There would be positive flora and fauna impacts as a result of the proposed change as the vegetation along The Boulevard would be retained beyond what was initially assessed in the approved project.	No additional measures required.	Y	Y	
Water	No change from Approved Project.	No additional measures required.	Y	Y	
Soils and contamination	No change from Approved Project.	No additional measures required.	Y	Y	
Air quality	No change from Approved Project.	No additional measures required.	Y	Y	
Noise and vibration	No change from Approved Project.	No additional measures required.	Y	Y	
Aboriginal heritage	No change from Approved Project.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	No change from Approved Project.	No additional measures required.	Y	Y	
Community and socio-economic	No change from Approved Project.	No additional measures required.	Y	Y	
Traffic and transport	No change from Approved Project.	No additional measures required.	Y	Y	
Waste and resource management	No change from Approved Project.	No additional measures required.	Y	Y	
Visual	There would be positive visual impacts as a result of the proposed change as there would be potential for additional trees to be retained, beyond what was assessed for removal as part of the approved project.	No additional measures required.	Y	Y	
Land use and property	No change from Approved Project.	No additional measures required.	Y	Y	
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	Y	
Other	No change from Approved Project.	No additional measures required.	Y	Y	

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## 11. Impact Assessment – Operation

The proposed change is only applicable to the construction phase of the project.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in 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 Approved Project.	No additional measures required.	Y	Y	
Water	No change from Approved Project.	No additional measures required.	Y	Y	
Soils and contamination	No change from Approved Project.	No additional measures required.	Y	Y	
Air quality	No change from Approved Project.	No additional measures required.	Y	Y	
Noise and vibration	No change from Approved Project.	No additional measures required.	Y	Y	
Aboriginal heritage	No change from Approved Project.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	No change from Approved Project.	No additional measures required.	Y	Y	
Community and socio-economic	No change from Approved Project.	No additional measures required.	Y	Y	
Traffic and transport	No change from Approved Project.	No additional measures required.	Y	Y	
Waste and resource management	No change from Approved Project.	No additional measures required.	Y	Y	
Visual and urban design	No change from Approved Project.	No additional measures required.	Y	Y	
Land use and property	No change from Approved Project.	No additional measures required.	Y	Y	
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	Y	
Other	No change from Approved Project.	No additional measures required.	Y	Y	

## 12. Consistency with the Approved Project

Question	Consider the following:
Is the project as modified consistent with the conditions of approval?	Yes, the proposed works would be consistent with the conditions of approval.
Is the project (including the proposed changes) 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 elements of the approved project on account that this change supports the Conditions of Approval and Revised Environmental Mitigation Measures with regards to tree retention and minimisation of clearing.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	Yes. The proposed works would not result in any changes to environmental impacts as assessed in the project approval.
Is the change within the envelope of what has been approved?	Yes. The environmental impacts of extending the project boundary to allow for the security fence realignment works have been assessed to have no additional environmental impacts. Instead, the additional construction area would help minimise any unnecessary tree removal and have a net benefit for the area.
Are there any new environmental impacts as a result of the proposed works/project changes?	There are no additional Environmental impacts associated with this Assessment, as the delivery of the Security Fence is consistent with the Approved Project. There would be no new environmental risks as a result of the proposed works.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the extension to project boundary are known and 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 with the control measures and conditions already approved as part of the project and through implementing the existing CEMP and Sub-Plans.
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

### 13. Other Environmental Approvals

Identify all other approvals required for the proposed works:

Prior to works being undertaken a detailed survey is required to confirm the definitive extent of the Lot and DP boundaries in the area within which the project boundary is proposed to be extended into. Where required – consultation with Council may be required to inform them of land being acquired where there is shared ownership.

### 14. Recommendation

Based on the above impact assessment, and with reference to the Sydney Metro Sydenham to Bankstown Environmental Impact Statement, Submissions and Preferred Infrastructure Report, Submissions Report, and including the including the Conditions of Approval, it is recommended that:

Tick relevant box	
The proposed change has negligible or more than negligible impacts on the environment or community however is consistent with the Approval , including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval).	✓
The proposed change is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application.	
The proposed change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.	

## Author certification

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 change; and
- Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Hussain Nilar	Signature:	<i>Hussain Nilar</i>
Title:	Environmental Manager		
Company:	Sydney Metro	Date:	30/8/23

## Assessment Supporting Signature

Application supported and submitted by

Name:	Katie Mackenzie	Date:	5/9/2023
Title:	Senior Manager Planning Approvals	Comments:	
Signature:	<i>KMackenzie</i>		

## Assessment Endorsement

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

Yes  The proposed change is consistent with the Approved Project and no further assessment is required.

No  The proposed change is not consistent with the Approved Project.

A modification or a new activity approval/ consent is required. Advise Senior Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	5 September 2023
Title:	Director City & Southwest, Environment, Sustainability and Planning	Comments:	
Signature:			