



# Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

<b>Assessment name:</b>	Relocation of Services Buildings
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Sydney Metro
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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 stations works include the provision of station services buildings at all stations to house communications equipment, signalling equipment, electrical equipment and other rail systems equipment. Station services buildings are to be located where possible on land within the existing rail corridor close to stations. The indicative location of these station services buildings are shown in Section 9.2 of the SPIR, with the final locations to be confirmed during detailed design.

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

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

This Consistency Assessment relates to the relocation of station services buildings at Dulwich Hill, Campsie, Belmore, Lakemba, Wiley Park and Punchbowl stations. While indicative services buildings locations are shown in the Project's SPIR, the Approved Project states that final locations would be confirmed during detailed design. The indicative locations of the Approved station services buildings and the proposed revised locations of the station services buildings are shown in Appendix A, and the revised locations are summarised as follows:

- Dulwich Hill – relocated to the western side of the Ewart Street commuter car park (and involves demolition and reconfiguration of the commuter car park), south of the train line
- Campsie Station – relocated to the northern side of the intersection of Lilian Street and Dewar Street, south of the train line
- Belmore Station – relocated to the northern side of the train line between the train corridor and Redman Parade
- Lakemba Station – relocated to the northern side of the train line, to the south-west side of the intersection of Railway Parade and Croydon Street
- Wiley Park Station – relocated to the northern side of the train line, on the southern side of the intersection of Urunga Parade and Stanlea Parade
- Punchbowl Station – relocated to the south-western side of the intersection of Urunga Parade and Rickard Street, north of the train line.

The design and materiality of the station services buildings are to be determined in detailed design. Construction of the services buildings would generally involve:

- enabling works
- earthworks to provide a level site
- piling works and site excavation for in-ground services:
  - use of piling rigs to construct piles required for ground slab
  - excavation of building and bund yard areas for construction of in-ground pits and conduits

- preparation of concrete slab in location of services building
- fit out, including connection to the electrical network
- connection to the combined services routes which may require some trenching activities, (the size and location of trenches would be confirmed during detailed design)
- finishing, testing and commissioning.

Heritage Impact Assessments (HIAs) have been prepared for the detailed station designs which includes the revised station services building locations. These are as follows:

- Sydney Metro City and Southwest – Dulwich Hill Station Draft Detailed (Revised Stage 3) Design Heritage Impact Assessment – December 2020
- Sydney Metro City and Southwest – Campsie Station Heritage Impact Assessment Report Stage 3 – January 2021
- Sydney Metro City and Southwest – Belmore Station Heritage Impact Assessment Report Stage 3 – January 2021
- Sydney Metro City and Southwest – Lakemba Station Heritage Impact Assessment Report Stage 3 – January 2021
- Sydney Metro City and Southwest – Wiley Park Station Heritage Impact Assessment Report Stage 3 – January 2021
- Sydney Metro City and Southwest – Punchbowl Station Heritage Impact Assessment Report Stage 3 – December 2020

### 3. Timeframe

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

Construction of the services buildings would commence from Quarter 1 2021, and construction work is scheduled to finish around Quarter 2 2022.

### 4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

The indicative location of the Approved station services buildings and the revised locations of the station services buildings are shown in Appendix A.

## 5. Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

The proposed services buildings would be located within the rail corridor and footprint of the Sydenham to Bankstown project – refer to the Environmental Impact Statement for a description of the existing environment.

## 6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

The station services buildings were required to be relocated for a number of reasons as summarised below:

- Dulwich Hill - relocated to the western end of the commuter car park to avoid impacts on the new station entry. The relocation allows for additional space for the new southern station entry including a new public plaza and connection to the car park. This was realised in Inner West Council's Dulwich Hill Masterplan. In addition, the commuter car park currently comprises non-complaint spaces and the proposed reconfiguration would rectify this.
- Campsie – relocated closer to the station due to the distance requirements for services between the station and service buildings.
- Belmore – relocated to the opposite side of the rail corridor due to the combined services route relocation to the northern side of the corridor. This avoided an underground services route under the railway tracks. This move also provided compliant distances for services between the station and station services building, as well as improved services integration with the station concourse and platform buildings.
- Lakemba - relocated closer to the station due to meet distance requirements for services between the station and station service buildings. The station services building was also relocated to the opposite side of the rail corridor as the combined service route location was moved to the northern side of the corridor, avoiding the need for an underground services route under the railway tracks. The location of the station services building on the northern side is within the station heritage curtilage (and not further to the west) due to existing overhead power lines further west of site.

- Wiley Park - relocated to the opposite side of the corridor to avoid an under railway track connection to the combined services route.
- Punchbowl - relocated closer to the station to meet distance requirements for services between the station and station service buildings.

## 7. Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

N/A

## 8. Control Measures

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

Construction of the proposed services buildings would be undertaken in accordance with an approved CEMP prepared by Sydney Metro.

## 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 change from Approved Project. Any additional vegetation removal is within the existing construction footprint.	No additional measures required.	Y	Y	
Water	No change from Approved Project.	No additional measures required.	Y	Y	
Air quality	Air quality impacts of the Approved Project were assessed in Chapter 23 of the EIS. There will be new receivers of localised air quality impacts from the construction of the station services building given their relocation. Air quality impacts associated with the construction of services buildings will be managed in accordance with the Construction Environmental Management Plan (CEMP).	No additional measures required. Construction air quality impacts are to be managed in accordance with the CEMP.	Y	Y	
Noise and vibration	The extent of construction noise and vibration impacts are expected to be similar to the Approved Project, however there will be new receivers given the relocation of the station services buildings. 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 relevant Construction Noise and Vibration Management Sub-Plan.	No additional measures required. Construction noise impacts are to be managed in accordance with the Construction Noise and Vibration Management Plan.	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
Indigenous heritage	<p>No previously recorded Aboriginal heritage items or places were identified within the area immediately surrounding the proposed work.</p> <p>The archaeological potential of the majority of the project area is considered to be low to nil. This is due to the significant disturbance and landform modifications which would have removed any archaeological deposits.</p> <p>As such, there would be no additional impacts relative to the Approved Project.</p>	No additional measures required.	Y	Y	
Non-indigenous heritage	<p><b>Heritage items</b> Some relocated station services buildings are proposed within or directly adjacent to State, Section 170 Heritage and Conservation Register or local heritage items as assessed in the EIS, including:</p> <ul style="list-style-type: none"> <li>Dulwich Hill – about 65m from s170 Register item (Dulwich Hill Station)</li> <li>Campsie Station – about 30m from Campsie Station Group- s170 Register item and Canterbury LEP 2012 (I40) curtilage</li> <li>Belmore Station – About 10m from the Canterbury LEP 2012 (I11) heritage curtilage and about 20 m to Belmore Station Group- State heritage item curtilage (01081) and s170 Register item.</li> <li>Lakemba Station – within and directly adjacent to Lakemba Railway Station Group – s170 Register item curtilage and Canterbury LEP 2012 (I143).</li> </ul>	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
	<ul style="list-style-type: none"> <li>Wiley Park Station – about 50m from the Wiley Park Station Group – s170 Register item and Canterbury LEP 2012 (I159) curtilage</li> <li>Punchbowl Station – About 75m from the Punchbowl Railway Station Group- s.170 Register item and Canterbury LEP 2012 (I155).</li> </ul> <p>The proposed construction works would be undertaken in accordance with the relevant mitigation measures outlined within the EIS. No additional direct impacts are anticipated on any elements of heritage significance within the curtilages as a result of the proposed construction works relative to the Approved Project.</p> <p><b>Archaeological potential</b> The Approved Project would have required excavation for the foundations for the station services building and associated services and cabling. The construction methodology for the proposed station services buildings would be similar in nature to the station services buildings assessed for the Approved Project.</p> <p>The EIS archaeological assessment concluded that overall the study area has low to nil potential to contain significant archaeological remains. However, the assessment found that there are four locations (Marrickville Station Catchment, Canterbury Station Catchment and work site, the Lakemba Station Catchment and Belmore Station Catchment) with the potential to contain significant archaeological remains.</p>				

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>Excavation works for the foundations for the proposed services builds and associated infrastructure may be within:</p> <ol style="list-style-type: none"> <li>1. Lakemba Station Catchment as the relocated stations services building is in close proximity to Lakemba Railway Station. The EIS assessed works within this area as the follows 'There is a low potential for locally significant archaeology associated with the early settlement of Lakemba including structures associated with the Taylor House (Lakemba) such as outbuildings and stables and archaeological features associated with farming activities, domestic and agricultural structures, refuse pits and drains or culverts. Works within the station catchment have the potential to impact any associated intact archaeological remains.'</li> <li>2. Belmore Station Catchment as the station services building is in close proximity to Belmore Railway Station. The EIS assessed that 'there is a low-moderate potential for locally significant archaeological remains associated with the railway station goods shed and goods platform to be impacted by the proposed works.'</li> </ol> <p>The proposed works are within the Approved Project area and would be undertaken in accordance with relevant mitigation measures and Conditions of</p>				

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
	Approval including the Archaeological Research Design prepared to manage and mitigate impacts to the potential archaeological resource. As such, there would be no additional archaeological impacts relative the Approved Project.				
Community and stakeholder	There will be ongoing community and stakeholder engagement in relation to these proposed works.	Community consultation is to be undertaken with receivers near the relocated station services building sites, in accordance with the Overarching Community Communication Strategy.	Y	Y	
Traffic	Traffic and parking impacts from construction vehicles are expected to be similar to the Approved Project. However, given the relocation of some of the station services buildings, there will be some changes to which local roads and receivers impacted. In addition, the relocation of the Dulwich Hill station services building requires the shutdown of the entirety of the adjacent commuter car park on Ewart Lane which comprises 57 car parking spaces. Whilst this will displace commuter car parking during the construction period, this is temporary only and will minimise traffic and parking impacts from construction vehicles. Mitigation measures in the CEMP and CTMP are to be implemented and consultation is to be undertaken with affected nearby receivers. Consultation with the local Council has been undertaken.	Consultation is to be undertaken with nearby receivers impacted by the temporary loss of parking from construction vehicles. Impact to these receivers are to be minimised where possible. Contractor is to implement their CTMP to minimise Construction related traffic impacts.	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	

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
Economic	No change from the Approved Project.	No additional measures required.	Y	Y	
Visual	As a number of the station services buildings are relocated, new receivers will experience visual impacts from construction works. However, this is considered to be a negligible change from the Approved Project, and temporary only. Measures in the CEMP to minimise visual impacts where possible. Refer to Appendix B for a revised visual impact assessment.	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	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

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 and vibration	Any noise or vibration impacts from the operational use of the station services buildings is expected to be the same as the Approved Project. However, as the station services buildings are to be relocated, this has resulted in a change in which receivers will experience the operational noise and vibration impacts. This is particularly around the station services buildings at Belmore, Lakemba and Wiley Park where the station services building has been substantially relocated to the opposite side of the railway line. Operational noise assessments of services buildings would be carried out during detailed design and the outcomes of the noise assessments would be included in the Project's Operational Noise and Vibration Review (ONVR) prepared in accordance with CoA E31.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Non-indigenous heritage	<b>Heritage items</b> The relocated station services buildings are proposed within or near to State, Section 170 Heritage and Conservation Register or local heritage items as assessed in the EIS. Heritage	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
	<p>Impact Assessments have been prepared and include an assessment of the new stations service building locations and are summarised as follows:</p> <ul style="list-style-type: none"> <li>• Dulwich Hill – about 50 m from s170 Register item (Dulwich Hill Station). The proposed structure would result in a negligible visual impact from the station precinct towards the surrounding area. Due to the siting of the proposed structure, its construction would not adversely impact existing views between heritage items, nor would it impact upon existing view lines from the heritage items in the vicinity of the study area.</li> <li>• Campsie Station – within Campsie Station Group - s170 Register item and Canterbury LEP 2012 (I40) curtilage. Due to the siting and distance of the proposed station services building from heritage significant elements and views at Campsie Station, the new services building would result in neutral visual impacts to the significance of the station.</li> <li>• Belmore Station – About 10 m from the Canterbury LEP 2012 (I11) heritage curtilage and about 20 m to Belmore Station Group- State heritage item curtilage (01081) and s170 Register item. The proposed construction of the Belmore Services Building would result in a negligible visual impact to the heritage significance of Belmore Railway Station Group.</li> </ul>				

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
	<ul style="list-style-type: none"> <li>Lakemba Station – within and directly adjacent to Lakemba Railway Station Group – s170 Register item curtilage and Canterbury LEP 2012 (I143). The new services building would not visually dominate the station heritage structures as it would be located at a distance to the west in the rail corridor. The new services building would have a minor adverse visual impact to the heritage significance of the station.</li> <li>Wiley Park Station – about 60 m from the Wiley Park Station Group – s170 Register item and Canterbury LEP 2012 (I159) curtilage. A new service building would be located at the western end of the platforms along the southern boundary. This would have a minor visual impact as it would be keeping with the current setting of the station catchment and not impede views of the platform buildings. The proposed station services building would result in a negligible visual impact from the station precinct towards the surrounding area. Due to the siting of the proposed structure, its construction would not adversely impact existing views between heritage items, nor would it impact upon existing view lines from the heritage items in the vicinity of the study area.</li> <li>Punchbowl Station – About 60 m from the Punchbowl Railway Station Group- s.170 Register item and Canterbury LEP 2012 (I155). The proposed station</li> </ul>				

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
	<p>services building would result in a negligible visual impact from the station precinct towards the surrounding area. Due to the siting of the proposed structure, its construction would not adversely impact existing views between heritage items, nor would it impact upon existing view lines from the heritage items in the vicinity of the study area.</p> <p>The proposed works would be undertaken in accordance with the relevant environmental mitigation measures. No additional direct impacts are anticipated on any elements of heritage significance within the curtilages as a result of the proposed construction works relative to the Approved Project.</p>				
Community and stakeholder	No change from the Approved Project.	No additional measures required.	Y	Y	
Traffic	The relocation of the Dulwich Hill station services building would result in the loss of 35 commuter parking spaces within the commuter parking area off Ewart Lane. The Approved Project commits to achieving no net loss of dedicated commuter parking spaces located on NSW government-owned land between Marrickville and Bankstown stations. The commitment applies to parking that is not currently time restricted, and is formally line marked and/or signposted as a dedicated commuter car park zone or area. Sydney Metro are currently investigating alternate locations to offset lost commuter parking along the rail corridor between Sydenham and Bankstown. Overall it is	To ensure commuter car parking loss is offset, Sydney Metro would investigate alternate locations to offset lost commuter parking along the rail corridor between Sydenham and Bankstown.	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
	considered that the operational parking impacts are consistent with the Approved Project.				
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	Visual impacts of the Approved Project was assessed in Appendix G of the SPIR. As the station services buildings are to be relocated this will result in differing visual impacts to the Approved Project. Refer to Appendix B for a revised operational visual impact assessment. It is considered that the change in visual impact is negligible when compared to the Approved Project.	No additional measures.	Y	Y	
Urban design	No change from the Approved Project. The overall design and materiality of the station services buildings will be in accordance with the Design Guidelines in Section 8.1.1 of the EIS. Detailed design will incorporate design elements, such as landscaping, lighting and paving to integrate the buildings with the surroundings.	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	

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
Risk	No change from the Approved Project.	No additional measures required.	Y	Y	
Electromagnetic fields	Services buildings in some locations incorporate a substation. The SPIR detailed that electromagnetic fields from the substations would be further considered during detailed design and commissioning, and will be designed to ensure that the potential and actual EME levels meet the relevant standards and guidelines, as set out in mitigation measure HRS2.	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	

## 12. 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 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:	3 <sup>rd</sup> March 2021

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	3/3/2021
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:	9 March 2021
Title:	Director City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			

## Appendix A – Location of Existing and Proposed Station Services Buildings

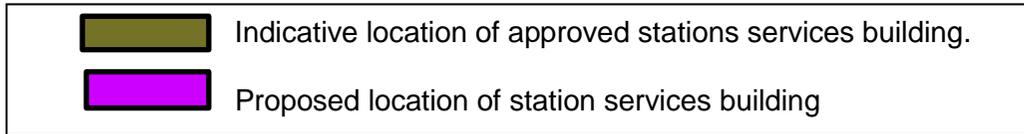


Figure 1: Dulwich Hill Station

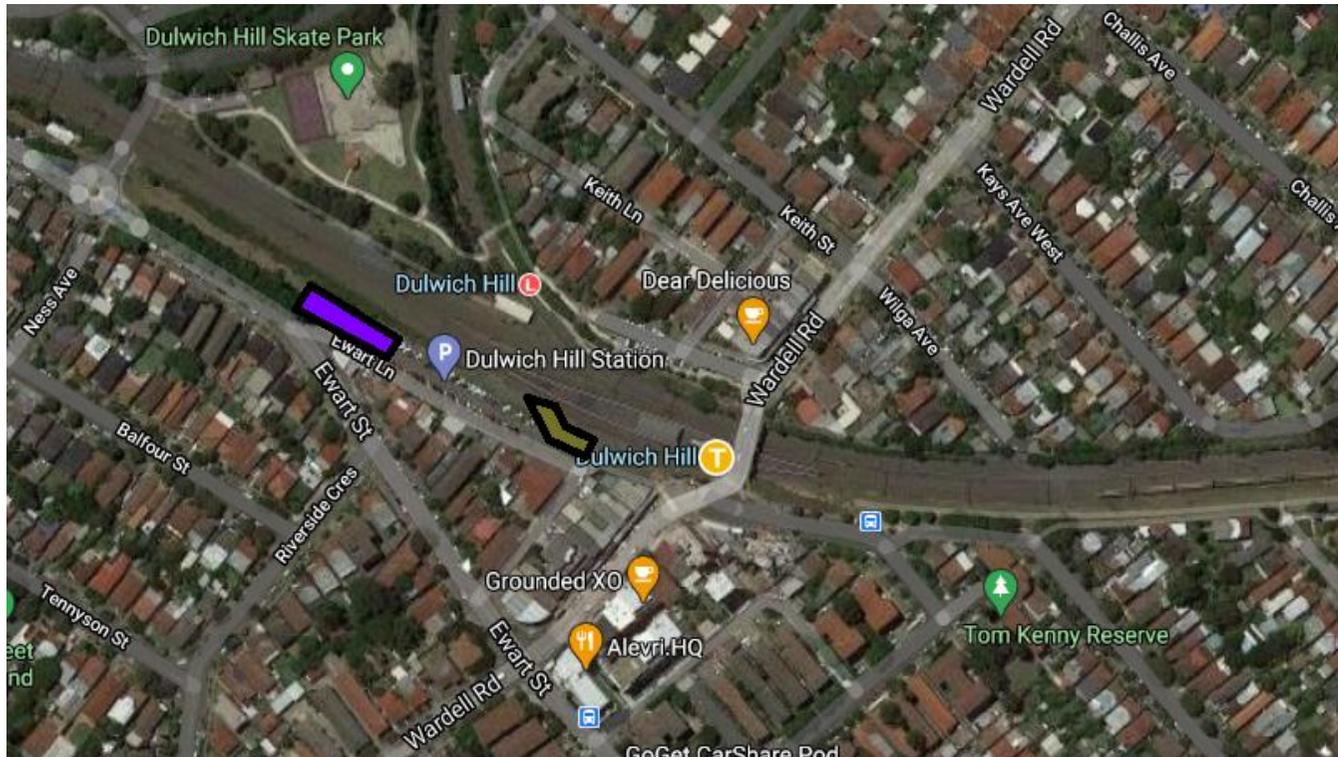




Figure 3: Belmore Station





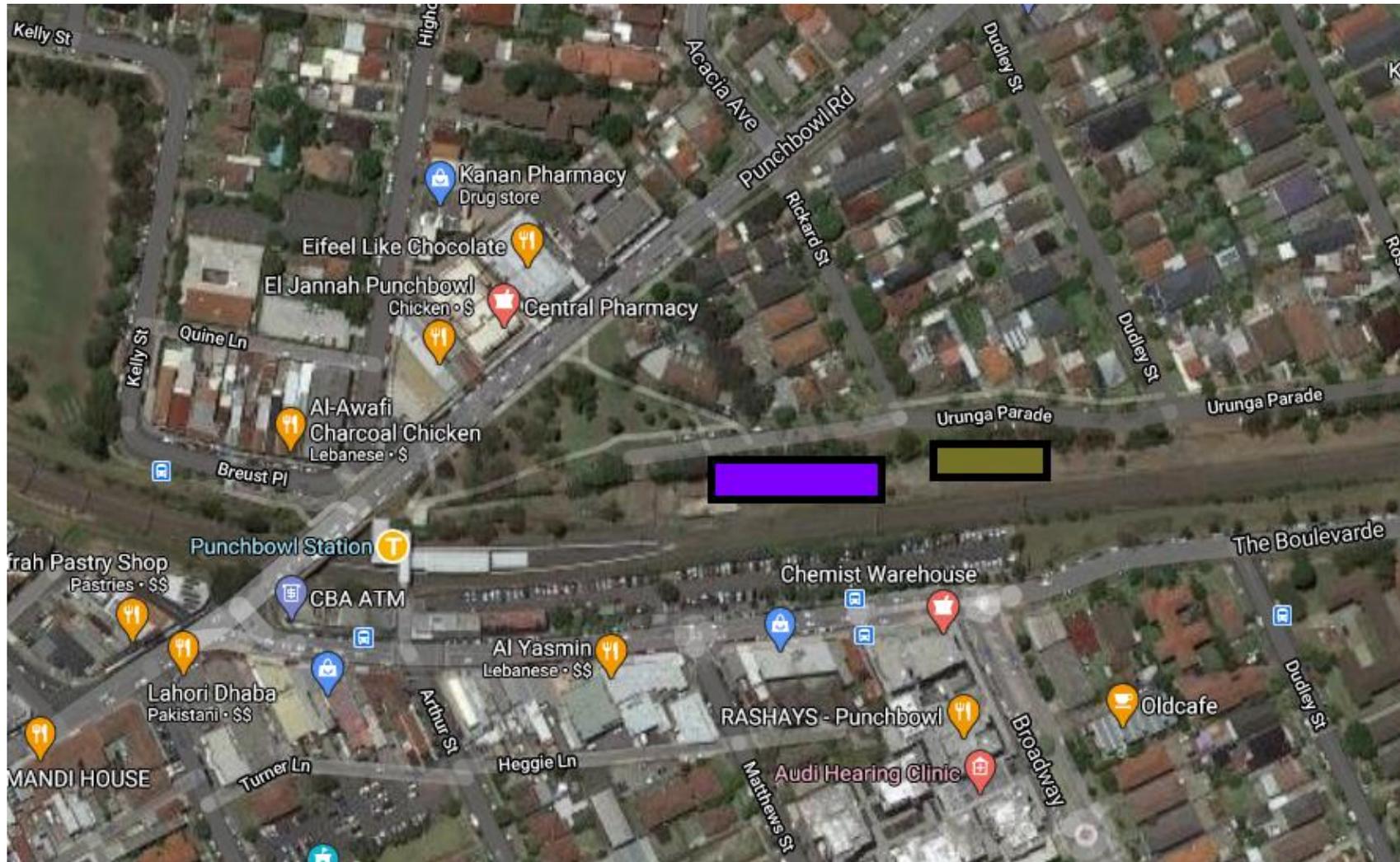
Figure 4: Lakemba Station



Figure 4: Wiley Park Station



Figure 6: Punchbowl Station



## Appendix B – Revised operational visual impact assessment compared with Approved Project

The Landscape and Visual technical paper as exhibited with the EIS and amended within the Submissions and Preferred Infrastructure Report (SPIR) provides an assessment of landscape and visual impacts including for station works including station services buildings. All relocated station services building remain within the construction footprint.

The table below outlines the impacts outlined within the EIS for during construction and operation compared with the proposed works.

Approved Station Services Building Location	Proposed Station Services Building Location	Visual and Heritage setting	Existing operation landscape and visual impact assessed in EIS	Revised impact assessment - operation
<b>Dulwich Hill</b>				
On the northern side of Ewart Lane, on the eastern side of the commuter car park.	On the northern side of Ewart Lane, on the western side of the commuter car park.	<p>The viewpoints assessed in the EIS which would capture the approved and proposed station services:</p> <ul style="list-style-type: none"> <li>Viewpoint 6: view southeast from Ewart Lane</li> </ul>	<p>The services building, to the south of the station, would be located on Ewart Lane and be aligned to create a ‘V’ shape to enable service access from the existing carpark. The shape and location of this services building has the potential to reduce the opportunity for surveillance from the station and along the lane between Ewart Lane and Wardell Road.</p> <p>From Ewart Lane and residential properties to the south and southwest there would be a considerable reduction in the amenity of views during construction. This is due to the extent of the works, which would include a construction compound in the fore and middle ground, and the works to construct the station services building in the middle and background. As these views are of neighbourhood sensitivity,</p>	<p>The station services building is to be relocated to the west of the Approved station services building, on the western side of the commuter car park. Given the relocation and change to rectangular in shape, the potential to reduce opportunity for surveillance from the station and along the lane has been removed.</p> <p>The extent of the construction and operation visual impacts is not expected to change as there is only a relatively minor relocation of the station services building to the west along Ewart Lane. The relocation will change which residential receivers are visually impacted and section of the rail corridor which will be opened up to views from the residential properties. Some removal of mature trees and vegetation</p>



			<p>this would result in a minor adverse visual impact during construction.</p> <p>In views from Ewart Lane, the new services building would be located within the middle ground of these views and reinforce the 'back of house' character of this lane. However, operational upgrades to the lane, including new lighting and fencing, would be seen in the foreground of this view would provide some improvement to the view. Overall, there would be no perceived change in the amenity of these views due to this visual consistency and distance. This view is of neighbourhood sensitivity and there would be a negligible visual impact during operation.</p>	<p>may also be required. As these views are of neighbourhood sensitivity, the relocation of the station services building would still result in a minor adverse visual impact during construction and a minor adverse visual impact during operation. The change is impact is therefore considered consistent with the Approved Project.</p>
<b>Campsie</b>				
Between the rail corridor and Lillian Street, on the western side of the commuter car park.	Between the rail corridor and Lillian Street, near the intersection with Dewart Street.	<p>The viewpoints assessed in the EIS which would capture the approved and proposed station services building includes:</p> <ul style="list-style-type: none"> <li>• Viewpoint 5: view west from Lillian Street</li> <li>• Viewpoint 6: view east from Lillian Street.</li> </ul>	<p>To the west of the station, works to construct a services building would be seen from residential properties on Lillian Lane and Street which overlook the rail corridor. In these views, several existing buildings and existing trees would be removed, and a construction compound would be established on rail land and extending across the existing car park. This compound would be enclosed by temporary security fencing and hoarding, which would be seen along the road in the middle ground and enclosing these views. Construction of a service building would be seen in the middle and background of views, rising above the hoarding. This would result in</p>	<p>The station services building would be located between the rail corridor and Lillian Street, opposite a registered club. This would be a new visual element in this location. The new station services building would be visible from the registered club and obstructed views would be obtained of the station services building from residential receivers on the opposite side of the railway corridor. The new location may require removal of mature trees and vegetation and during construction this would open up views to the rail corridor. Once constructed, the station services building would block views to the rail corridor from</p>

			<p>a considerable reduction in the amenity of these views, which are of neighbourhood sensitivity, resulting in a minor adverse visual impact during construction.</p> <p>During operation, views to the open rail corridor and linear carpark along the rail corridor would be replaced by a services building. These buildings would be prominent new structures in these views, obstructing views to the rail corridor and residential areas to the north. These buildings would be seen filtered through existing mature trees on the road verge. The buildings would also be seen in this view, creating a built edge along the northern side of Lillian Street. This would be generally consistent in character with the mix of residential and commercial development along the rail corridor. Overall, these views are of neighbourhood sensitivity, resulting in a negligible visual impact during operation.</p>	<p>Lillian Street. The new location of the station services building would affect views of neighbourhood sensitivity, and would remain a minor adverse visual impact during construction, and negligible visual impact during operation, which is consistent with the Approved Project.</p>
<b>Belmore</b>				
<p>On the southern side of the rail corridor, near the northern end of Myall Street.</p>	<p>On the northern side of the rail corridor, between Redman Parade and the rail corridor.</p>	<p>The viewpoints assessed in the EIS which would capture the approved and proposed station services building includes:</p> <ul style="list-style-type: none"> <li>Viewpoint 3: view northwest from shared path linking to the Terry Lamb Reserve</li> </ul>	<p>In views from the Terry Lamb Reserve and adjacent residential properties, work to construct the services building would be seen. This would include unobstructed views to a worksite which would be established along the rail corridor and within this linear section of park. This work would require the removal of trees and would be enclosed by site fencing.</p>	<p>Viewpoints 3 and 4 would no longer have a visual impact from the construction and operation of the station services building, as the station services building is to be relocated to the northern side of the rail corridor. The view of the northern side of the rail corridor is fairly obstructed from viewpoint 3 and 4, due to the setback from the rail corridor and mature trees.</p>

		<ul style="list-style-type: none"> <li>Viewpoint 4: View west from the Terry Lamb Reserve</li> </ul>	<p>From the Terry Lamb Reserve and adjacent residential properties, the new services building would be visible. The new services building would obstruct views to the rail corridor. A new entry road would be seen, extending between the services building and Myall Street, across the existing path, to a gated hardstand area surrounding the building. The services building would be slightly larger than the adjacent residential dwellings, however, there would be some visual separation provided by the open space and additional trees along the existing path. The removal of vegetation and introduction of new built form would result in a considerable reduction in the amenity of this view, which is of neighbourhood sensitivity, resulting in a minor adverse visual impact during operation.</p>	<p>Views of the new location of the station services building was not specifically included in the Landscape and Visual Technical Assessment in the EIS however, the closest view would be viewpoint 5 – views southwest from Redman Parade. The proposed station services building will be located on the southern side of Redman Parade, between an existing community building and the rail corridor. Therefore, views of the services building from nearby residential receivers will be partly obstructed by the community building. Views from the community building towards the railway corridor will be obstructed by the new station services building. Some vegetation removal may be required for construction, which would temporarily open up views to the rail corridor until the station services building is constructed. Overall, these views are of neighbourhood visual sensitivity, and the relocation of the station services building would have a minor adverse visual impact during construction and operation, consistent with the Approved Project.</p>
<p><b>Lakemba</b></p>				
<p>On the southern side of the rail corridor, near to the north-eastern side of the intersection of The Boulevard and Sproule Street.</p>	<p>On the northern side of the rail corridor, near to the south-western intersection of Railway Parade and Croydon Street.</p>	<p>The viewpoints assessed in the EIS which would capture the approved and proposed station services building includes:</p> <ul style="list-style-type: none"> <li>Viewpoint 3: view southwest from The</li> </ul>	<p>The construction of the services building, as seen in views from The Boulevard and adjacent residential areas, would have a minor adverse visual impact. From the Jubilee Reserve the Approved Project would have a negligible visual impact in views from this location.</p>	<p>Due to the relocation of the station services building to the northern side of the rail corridor, there would be a reduced visual impact from viewpoint 3. It is expected that the services building, west of the station, may be seen rising above the rail corridor embankment in the background of the view however,</p>



		<p>Boulevardre commuter car park</p> <ul style="list-style-type: none"> <li>Viewpoint 4: view southeast from Jubilee Reserve</li> </ul>	<p>During operation, a reconfigured commuter car park would be visible in the fore and middle ground of views from The Boulevardre in the vicinity of the carpark. A new single storey services building would be visible at the western end of the carpark, in the background. It would be set at street level, and partly enclosed by the adjacent rail embankment. The removal of trees along the rail corridor would open-up views to the rail corridor, including new corridor segregation fencing and signalling equipment. This would result in a noticeable reduction in the amenity of this view, which is of neighbourhood visual sensitivity, and a negligible visual impact during operation.</p> <p>From Jubilee Reserve there would be segregation fencing and signalling equipment visible along the rail corridor, in the middle ground of the view. It is expected that the services building, west of the station, would also be seen rising above the rail corridor embankment in the background of the view. These elements would be absorbed into the character of the existing rail corridor. This would result in no perceived change in the amenity of this view, which is of neighbourhood sensitivity resulting in a negligible visual impact during operation.</p>	<p>this view is of neighbourhood sensitivity resulting in a negligible visual impact during operation, consistent with the Approved Project.</p> <p>The station services building is to be relocated to the northern side of the rail corridor, between the corridor and Railway Parade. This would involve the removal of trees along the rail corridor, opening up views to the rail corridor, including new corridor segregation fencing and signalling equipment. The station services building would also be located opposite residential properties. This would result in a reduction in the amenity of this view, which is of neighbourhood visual sensitivity. Overall, it would result in a minor adverse visual impact during construction and a negligible visual impact during operation, consistent with the Approved Project.</p>
<p><b>Wiley Park</b></p>				

<p>On the southern side of the rail corridor, between the corridor and The Boulevard (opposite Wiley Park Girls High School).</p>	<p>On the northern side of the rail corridor, on the southern side of the intersection of Urunga Parade and Stanlea Parade.</p>	<p>The viewpoints assessed in the EIS which would capture the approved and proposed station services building includes:</p> <ul style="list-style-type: none"> <li>• Viewpoint 1: view southwest from laneway at King Georges Road</li> <li>• Viewpoint 4: view northeast from The Boulevard</li> </ul>	<p>In views northeast from The Boulevard a construction compound would be established along the northern road verge, west of the station. This would include the removal of mature trees and vegetation along the rail corridor, opening-up views to the rail corridor. Construction vehicles would be seen accessing the worksite as would works to construct the services building. This would result in a considerable reduction in the amenity of views from the Boulevard, which are of neighbourhood visual sensitivity, and a minor adverse visual impact during construction.</p> <p>A new single storey services building would be seen in the middle ground of north-easterly views from the Boulevard, alongside the commuter carpark. The removal of existing trees would open-up views to the new rail corridor and residential areas to the north of the station. This view of the corridor would include new corridor segregation fencing, signalling equipment, overhead wires and catenary structures. The Approved Project results in a noticeable reduction in visual amenity of this view, which is of neighbourhood visual sensitivity, resulting in negligible visual impact during operation.</p>	<p>As the station services building is to be relocated to the northern side of the rail corridor, there will no longer be visual impacts from the station services building on viewpoint 4. Instead, viewpoint 1 will be affected by the relocated station services building.</p> <p>The new location of the station services building may require removal of mature trees and vegetation, and it will temporarily open up views to the rail corridor during construction. During construction, work vehicles would be seen accessing the worksite, as would works to construct the station services building, such as site fencing. This would result in a considerable reduction in the amenity of views from Urunga Parade and Stanlea Parade during both construction and operation of the station services building. As this is view is of neighbourhood visual sensitivity, it would result in only a minor adverse visual impact, consistent with the Approved Project.</p>
<p><b>Punchbowl Station</b></p>				
<p>At the south-eastern intersection of Urunga</p>	<p>At the south-western intersection of Urunga</p>	<p>The viewpoints assessed in the EIS which would capture the approved and proposed</p>	<p>Views to the station works from the northeast, including residential properties on Urunga Parade, would be</p>	<p>The extent of the construction and operation visual impacts is not expected to change as there is only a minor</p>

<p>Parade and Rickard Street.</p>	<p>Parade and Rickard Street.</p>	<p>station services building includes:</p> <ul style="list-style-type: none"> <li>Viewpoint 2: view east along Urunga Parade</li> </ul>	<p>limited during construction as vegetation alongside the rail corridor and in Warren Reserve would be retained, screening views to the station entry upgrade works. There would be, however, a construction compound established to the east of the station for construction of a services building. This work would require the removal of trees within this area, also opening up views to work within and south of the corridor. Overall, there would be a noticeable reduction in the amenity of these views, which are of neighbourhood sensitivity, and a negligible visual impact.</p> <p>In views to the Approved project from residential areas to the northeast and along Urunga Parade, there would be limited views to works at the station which would be mostly concealed behind vegetation alongside the rail corridor and in Warren Reserve. There would, however, be views to the services building to the east of the station, which would be visible in the middle ground of these views. The removal of vegetation would open up views to the rail corridor. This would result in a noticeable reduction in the amenity of these views, which are of neighbourhood sensitivity, and a negligible visual impact.</p>	<p>relocation of the station services building to the west along Urunga Parade. The relocation will change the impacted residential receivers and section of the rail corridor which will be opened up to views from the residential properties during construction. This is view is of neighbourhood visual sensitivity and therefore the relocation of the station services building is expected to have a negligible visual impact, consistent with the Approved Project.</p>
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