



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	Urunga Parade to Shadforth Street nature strip and Wiley Park car parks and nature strip
Prepared by:	Ryan O'Leary (Downer)
Prepared for:	Sydney Metro
Assessment number:	SWM14
Status:	Final
Version:	4.0
Planning approval:	SSI 8256 (C&SW)
Date required:	11/05/2021
iCentral number:	SM-21-00080912
© Sydney Metro 2020	

For information – do not alter:

Applicable to:	Sydney Metro
Document Owner:	Director, Environment, Sustainability & Planning
System Owner:	Deputy Chief Executive, Operations, Customer & Place-making
Status:	Draft
Version:	1.0
Date of issue:	20 April 2021
© Sydney Metro 2020	

Table of contents

1. Existing Approved Project	3
2. Description of proposed development/activity/works.....	6
3. Timeframe.....	7
4. Site description	7
5. Site Environmental Characteristics	8
6. Justification for the proposed works.....	8
7. Environmental Benefit.....	8
8. Control Measures.....	9
9. Climate Change Impacts.....	9
10. Impact Assessment – Construction.....	10
11. Impact Assessment – Operation.....	16
12. Consistency with the Approved Project.....	18
13. Other Environmental Approvals	20
Author certification.....	21
Environmental Representative Review.....	21
Appendix A – Site Locations.....	23
Appendix B – Land Owners Consent and Work Permit Application	24
Appendix C – Lot on Plans.....	25
Appendix D – Approved Project Boundary	26
Appendix E – Approval from the City of Canterbury Bankstown Council to use Two Car Spaces.....	27

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)):

Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256)
CSSI 8256 MOD 1 determined 22 October 2020
SPIR Appendix B

Date of determination:

Planning Approval Date – 12/12/2018

Type of planning approval:

Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

Sydney Metro City and Southwest – Sydenham to Bankstown works includes the following:

- Station upgrades;
 - Installation of platform screen doors
 - Provision of operational facilities, such as station service buildings
 - Upgrades of 10 stations from Marrickville to Bankstown to provide lifts and level access where not available.
 - Accessibility upgrades for buildings
 - Works related to integration with other modes of transport.
- Track and rail systems;
 - Upgrades of track at Bankstown
 - Rail cross-over at Campsie
- Other Project elements;
 - Security measures, such as fencing
 - Noise barriers
 - Augmentation of existing power supply, including new traction sub-stations
 - Bridge protection works
 - Combined Service Route
 - Drainage
 - Utility and rail system protection.
- Other Project elements;
 - Provision of temporary facilities to support construction, including construction compounds and work sites.

It is assumed that construction activities would occur along the length of the rail corridor within the Project area. Construction areas would be generally accessed via existing corridor gates along the rail corridor.

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), dated 12th December 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown - Environmental Impact Statement, dated 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 – Instrument of Approval, dated 12th December 2018.

All proposed works identified in this assessment would be undertaken in accordance with CSSI 8256 CoA A1, A2 and A3. The mitigation measures identified in the Environmental Impact Statement (EIS), Submissions and Preferred Infrastructure Report (SPIR), Revised Environmental Mitigation Measures, the Submissions Report, Conditions of Approval and MOD 1 of SSI 8256 will be implemented.

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.

Downer intend to utilise the following nature strips as part of construction works:

1. Urunga Parade to Shadforth Street, via Stanlea Parade – to be used as a temporary laydown area and for vehicle access. The existing Australian Temporary Fencing (ATF) alignment will be extended to the existing walkway.
2. Between Wiley Park Station and The Boulevarde with access from The Boulevarde - to be used as a temporary laydown area and for vehicle access. ATF will be erected around the work area with an access point in place.

Both areas are shown in **Appendix A**.

This Consistency Assessment relates to the use of additional land, currently outside the approved Project Boundary (refer to **Appendix D**), as laydown areas for inert materials and/or construction access in order to facilitate construction works. It is important to note that nature strip adjacent to The Boulevarde (including the two car spaces) that will be occupied lie within the Approved Project Boundary. As such, a Consistency Assessment is not required for the nature strip and two car parks to be occupied adjacent to The Boulevarde, but they have been included anyway as part of this assessment. Downer submitted a Work Permit Application – Form 1272 (For Metro Project) to the City of Canterbury Bankstown on 12 April 2021 for consideration. Road lane footpath closure permits (WP-RLF-669/2021 for Stanlea Parade and WP-RLF-67/2021 for The Boulevarde) were received on 22 April 2021. Refer to **Appendix B**. The land will be returned to the public to meet the current site conditions and land use.

The subject areas will be occupied 24/7 between April 2021 and April 2022 to facilitate construction works. Construction works are expected to occur during both standard construction hours and outside of standard construction hours. Where construction works are undertaken outside of standard construction hours, these works would be subject to an Out of Hours Works Permit.

No hazardous substances/chemicals or dangerous goods will be stored in either construction area.

3. Timeframe

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

These sites will only be used during construction of the Approved Project. Fencing and laydown of materials will take place between April 2021 and April 2022. Temporary fencing will be in place for the entire period with access points for vehicles.

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 two portions of land to be occupied are detailed below and shown in **Appendix A**.

1. Urunga Parade to Shadforth Street, via Stanlea Parade – to be used as a temporary laydown area. The existing ATF alignment will be extended to the existing walkway.
2. Wiley Park with access from The Boulevarde - to be used as a temporary laydown area and for vehicle access. ATF will be erected around the work area. Two car parking spaces in the car park will be removed at The Boulevarde for the entirety of the construction works. Note that this area is located within the Approved Project Boundary (refer to **Appendix D**) and that this scope has been included for completeness based on similar scope of works as Stanlea Parade.

Both portions of land do not have Lot on Plan numbers and are owned by the City of Canterbury Bankstown Council. **Refer to Appendix C**. Currently both portions of land are used as nature strips.

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 area consists of two grassed nature strips, one adjacent to The Boulevard and the other on Stanlea Parade. There are two bench seats at The Boulevard which will be relocated. A nearby flood water culvert runs under the track from the Boulevard to Urunga Parade. From The Boulevard the rail corridor is directly north while from Stanlea Parade the rail corridor is directly south.

There are trees located within both The Boulevard and Stanlea Parade nature strip areas. These will be protected for the duration of occupation of both areas. There is no known protected flora or fauna or other environmentally sensitive area within the land to be occupied.

Directly surrounding the The Boulevard are residences and two schools (Wiley Park Public School and Wiley Park Girls High School) adjacent to The Boulevard.

Stanlea Parade is flanked by residences to the northern side.

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 areas will be occupied to facilitate the project safe access for the complete reconstruction works of Wiley Park Station. The new compounds will provide safe storage of materials and allow environmental management in the narrow rail corridor surrounding Wiley Park.

7. Environmental Benefit

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

During the works, it is anticipated that the environmental conditions will be improved (e.g. ballast installed to provide a clear path for rainwater which currently causes boggy conditions at the sites). After works are completed, the nature strips will be handed back to Council in pre-existing or better condition than they were received in.

8. Control Measures

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

Works will be completed under the project, Construction Environment Management Plan (CEMP), CEMP sub-plans, Community Notification (April 2021), Community Liaison Management Plan (CLMP) and Community Consultation Strategy (CCS).

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?

No changes to climate change impacts.

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	The trees within The Boulevard and Stanlea Parade nature strips will be protected whilst the laydown areas are in place. There is no known protected flora or fauna or other environmentally sensitive areas within this area.	Comply with mitigation measures as stated within the Arborist Reports (Urban Arbor and Plateau Trees) and CEMP.	Y	Y	
Water	No change from the EIS and SPIR.	<p>Include this area within Erosion and Sediment Control Plan for the area – include any controls required to mitigate erosion/dirt tracking at the access point.</p> <p>No change from the EIS and SPIR.</p> <p>Comply with mitigation measures as stated within the CEMP and CEMP sub-plan.</p>	Y	Y	
Air quality	No change from the EIS and SPIR	Comply with mitigation measures as stated within the CEMP.	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 vibration	No change from the EIS and SPIR. The location of the access road is consistent with the current and approved access road as per the EIS and SPIR and noise impacts from the access road are consistent with the Project CNVIA. Whilst it is noted that the extension of the boundary relocates the fence 2m closer to residents, particularly on Stanlea Parade, the source of noise being vehicle movements shall not change as the location of the road has not been altered and / or no alteration in type / plant selection from that previously assessed. For example, the material unloading is for less than a 15-minute period in any 1 hour and will be intermittent and a maximum of 5 vehicle movements per day will occur during possession periods. During standard hours this will be on an ad hoc basis.	Comply with mitigation measures as stated within the CEMP and CEMP sub-plan.	Y	Y	
Indigenous heritage	No change from the EIS and SPIR	Comply with mitigation measures as stated within the CEMP and CEMP sub-plan.	Y	Y	
Non-indigenous heritage	Wiley Park Station is a heritage item of local significance listed in the Canterbury Local Environmental Plan 2012 (item #159) and RailCorp s170 heritage register (Item #4802009). The construction laydown areas are located outside of the curtilage of this heritage item. They are also temporary in nature and the sites will be restored to the pre-existing condition once works are complete. Therefore, the construction laydown areas are not expected to result in an adverse impact to this heritage item.	Comply with mitigation measures as stated within the CEMP, CEMP sub-plan, Archaeological Method Statement (AMS) and Unexpected Heritage Finds Procedure.	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
Community and stakeholder	Both nature strips will be cordoned off as they will be used to facilitate construction works (laydown areas and access points for construction vehicles). The community and stakeholders will not have access to these nature strips while works are being conducted. The footpath will remain open and no pedestrian detours are required. Loss of two car parking spaces at The Boulevard to facilitate works at the nature strip adjacent to The Boulevard will occur. The relocated benches will be approximately 2m from where they were before.	<p>Community consultation and notifications, including;</p> <ul style="list-style-type: none"> - Installations of new fencing, gates and access points. - Signage advising of loss of two parking spaces at The Boulevard. - Monthly notification advising of sit establishment work is being carried out within the station area. <p>Implementation of control measures as per the CEMP, Community Notification (April 2021), CLMP and CCS.</p>	Y	Y	

<p>Traffic</p>	<p>Loss of two car parking spaces at The Boulevard has been approved by the City of Canterbury Bankstown Council (refer to Appendix E) to facilitate works at the nature strip adjacent to The Boulevard. These parking spaces are part of commuter parking provided as part of the RMS Clearways Project. This commuter parking was not in place at the time of the EIS being published but the EIS made mention of these spaces in the future. There is sufficient on-street parking available to accommodate the loss of two commuter parking spaces.</p> <p>Downer have taken into consideration the two local schools (Wiley Park Public School and Wiley Park Girls High School) in the area and will not be taking up the parking spaces either during school drop off or after school pickup. Toolbox talks will be undertaken to remind Downer workers and contractors of their obligation to be considerate of parking in the area and ideally park some distance (e.g. 100m away) to ensure sufficient parking remains. In addition these new laydown areas are not expected to generate any additional demand on on-street parking by personal construction vehicles – this was already considered in the EIS.</p> <p>The work zone approval from the Canterbury-Bankstown Council (refer to Appendix B) covers the temporary removal of the two car parking spaces which was provided with the application for use in the aforementioned period. This proposal was discussed with Ash Jarvis and James Magsipoc during the review of the application. For clarity, the site locations (refer to Appendix A) are part of the Work Permit Application (refer to Appendix B) and has been approved. Pedestrian access will only be interrupted during a delivery. Downer will have a spotter in place when this occurs.</p>	<p>No change from the EIS and SPIR.</p> <p>Comply with mitigation measures as stated within the CTMP and CEMP.</p>	<p>Y</p>	<p>Y</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
Waste	No change from the EIS and SPIR.	Implementation of control measures as per the CEMP.	Y	Y	
Social	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Economic	Pedestrian pathways along Stanlea Parade will be retained which will maintain neighbourhood connectedness to nearby businesses.	No change from the EIS and SPIR.	Y	Y	
Visual	The areas will be used for laydown of construction materials and plant and equipment will temporarily frequent the areas which is consistent with the construction of railways. The level of visual impact in the Landscape and Visual Impact Assessment in the EIS and SPIR has not changed. The EIS mentions that minor adverse impacts on views during the day and increase lighting at night will result due to construction activities occurring. The SPIR states that the impact of the preferred project would remain as a minor adverse landscape impact during construction.	Comply with mitigation measures as stated within the CEMP including the Visual Amenity Management Plan (VAMP).	Y	Y	
Urban design	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Geotechnical	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Land use	The areas are nature strips. The areas will be returned to its previous use and condition upon completion of the works. Car parks will be given back to the public on completion of construction works.	No change from the EIS and SPIR.	Y	Y	
Climate Change	No change from the EIS and SPIR.	No change from the EIS and SPIR.	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
Risk	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Other	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	

11. Impact Assessment – Operation

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

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the EIS and SPIR.	N/A		Y	
Water	No change from the EIS and SPIR.	N/A		Y	
Air quality	No change from the EIS and SPIR.	N/A		Y	
Noise vibration	No change from the EIS and SPIR.	N/A		Y	
Indigenous heritage	No change from the EIS and SPIR.	N/A		Y	
Non-indigenous heritage	No change from the EIS and SPIR.	N/A		Y	
Community and stakeholder	No change from the EIS and SPIR.	N/A		Y	
Traffic	No change from the EIS and SPIR.	N/A		Y	
Waste	No change from the EIS and SPIR.	N/A		Y	
Social	No change from the EIS and SPIR.	N/A		Y	
Economic	No change from the EIS and SPIR.	N/A		Y	
Visual	No change from the EIS and SPIR.	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
Urban design	No change from the EIS and SPIR.	N/A		Y	
Geotechnical	No change from the EIS and SPIR.	N/A		Y	
Land use	No change from the EIS and SPIR.	N/A		Y	
Climate Change	No change from the EIS and SPIR.	N/A		Y	
Risk	No change from the EIS and SPIR.	N/A		Y	
Other	No change from the EIS and SPIR.	N/A		Y	
Management and mitigation measures	No change from the EIS and SPIR.	N/A		Y	

12. Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. Utilisation of the proposed areas for facilitation of construction works would not transform the Project. The Project would continue to provide a metro rail line between Sydenham and Bankstown.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. Utilisation of the proposed areas for facilitation of construction works would be consistent with objectives and functions of the Project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. Changes identified in the assessment are consistent with the objectives and functions of the elements of the Project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>All risks would be adequately addressed through the application of the mitigation measures in the above tables. The removal of the two car parking spaces has been at the request of the City of Canterbury Bankstown who advised that the best method is to install the bollards to prevent blockage by the public and to allow consistent access. Consultation in this regard has been with the City of Canterbury Bankstown who have not requested any offsetting in accordance with REMM TC5. The removal of the car parking spaces does not require any breaking of land or environmental disturbance, etc.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the Conditions of Approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. Impacts from the proposed works are understood and will be accounted for by implementing control measures contained within this document, the CEMP, relevant CEMP sub-plans, AMS, Community Notification (April 2021), CLMP, CCS and any other measures as directed by Council, Sydney Metro and the Sydney Coordination Office (SCO).</p>

Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?

Yes. Impacts from the proposed works can be managed so as not to have an adverse impact. The Unexpected Finds Protocol (UFP) will be implemented for any unexpected finds.

13. Other Environmental Approvals

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

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:	Ryan O'Leary	Signature:	
Title:	Senior Environment and Sustainability Advisor		
Company:	Downer	Date:	27/04/2021

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	11/5/2021
Title:	Associate Director Planning Approvals	Comments:	
Signature:	<i>Yvette Buchli</i>		

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.

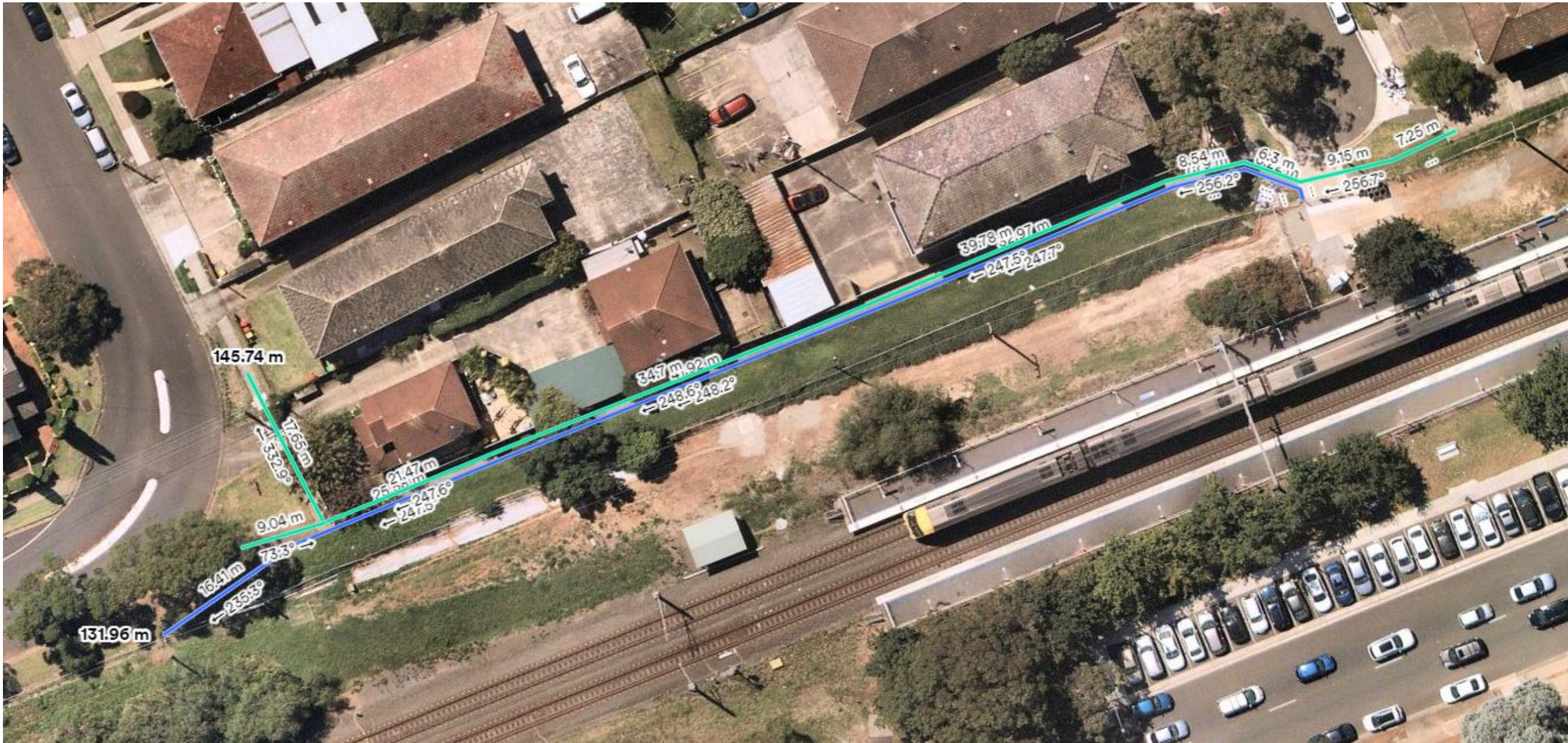
Endorsed by			
Name:	Fil Cerone	Date:	13/5/2021
Title:	Director City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			



Appendix A – Site Locations

1) Stanlea Parade proposal: Plan view

Wiley Park – Urunga Parade to Shadforth Street, via Stanlea Parade



Key	
Item	Colour
ATF alignment	Blue
Existing walkway	Green

Site view

Wiley Park – From Urunga Parade looking toward Stanlea Parade



Key	
Item	Colour
ATF alignment	Blue
Existing walkway	Green

Site view

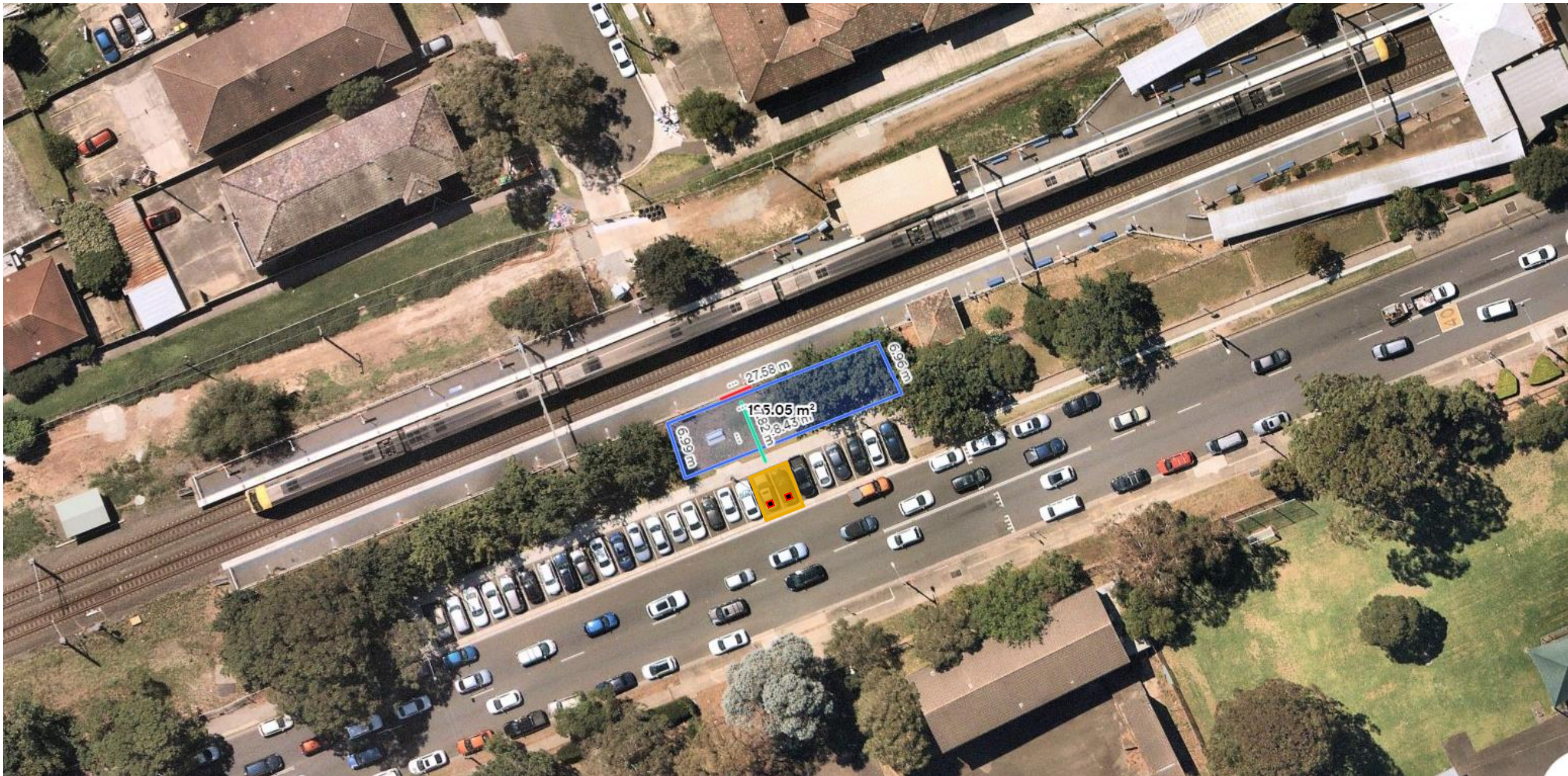
Wiley Park – From Shadforth Avenue, looking toward Stanlea Parade



Key	
Item	Colour
ATF alignment	Blue
Existing walkway	Green

2) The Boulevard access proposal

Wiley Park – Access from The Boulevard



Key	
Item	Colour
ATF alignment	Blue
New access	Green
New gate into corridor	Red
2no. Parking spaces to be temporarily taken	Gold
Temporary, droppable bollards with NO STOPPING sign	Black/Red

Site view

Wiley Park – Access from The Boulevard



Key	
Item	Colour
ATF alignment	Blue
New access	Green
New temporary gate into corridor	Red
2no. Parking spaces to be temporarily taken	Gold
Temporary, droppable bollards with NO STOPPING sign	Black/Red

Note: existing furniture (2no. chairs) to be temporarily relocated forward toward footpath in front of ATF. ATF to be sited back from footpath to suit chairs sitting off footpath.

Appendix B – Land Owners Consent and Work Permit Application



22-Apr-2021

Jesse Novley
Unit T3, 39 Delhi Rd
NORTH RYDE NSW 2113

Dear Sir /Madam:

ROAD LANE FOOTPATH CLOSURE PERMIT

Permit Number **WP-RLF-669/2021.**

Closure Type: **Footpath Closure**
 For temporary fencing

Site Details: **Stanlea Parade, Wiley Park**

Specific Location: **As Above**

DATE AND HOURS OF OPERATION:

From: **22/04/21**
End: **22/04/22**

Your application for road and footpath closure permit at the above location has been approved and is subject to the following attached conditions. If you have further information or enquiries please contact Work Permit Team on the above number or email workpermits@cbc.city.nsw.gov.au

Yours faithfully

A handwritten signature in black ink, appearing to read "D. Bui".

Dang Bui
Work Permit Officer

BANKSTOWN CUSTOMER SERVICE CENTRE
Upper Ground Floor, Civic Tower, 66-72 Rickard Road,
Bankstown NSW 2200, PO Box 8, Bankstown NSW 1885

CAMPSIE CUSTOMER SERVICE CENTRE
137 Beamish Street, Campsie NSW 2194
PO Box 8, Bankstown NSW 1885

CANTERBURY-BANKSTOWN COUNCIL
ABN 45 985 891 846 P. 9707 9000 F. 9707 9700
W. cbc.city.nsw.gov.au
E. council@cbc.city.nsw.gov.au



CONDITIONS OF APPROVAL

1. If enquired, a Police Permit must be obtained from the Local Police Station. Please present this letter to the Police when applying for a permit.
1. Carry out all work in accordance with Work Cover Authority's Requirements.
2. A thoroughfare for emergency vehicles must be provided at all times.
3. All affected residents, businesses, emergency authorities and service providers must be notified of the work and road occupancy prior to commencement. Any concerns or requirements raised by business proprietors, residents or other occupants must be resolved or accommodated.
4. The applicant must have a Public Liability Insurance Cover of \$20 million or over
5. All work is to be carried out and erect barricades and signage in accordance with Australian Standards AS1742.3 – Traffic Control Devices for Works on Roads.
6. Reference is to be made to the RMS Publication "Traffic Control at Work Sites" for procedures on the provision of a Traffic Control Plan or Traffic Management Plan.
7. All affected business, residents and other occupants must be notified of the road occupancy and activities prior to commencement. Any concerns or requirements raised by business proprietors, residents or other occupants must be resolved or accommodated
8. A minimum 3 metre The Traffic Control Plan and Traffic Management Details as specified in your application must be implemented.
9. 3.0m minimum traffic lane widths must be maintained at all time
10. The alternative pedestrian access route must be safe, clear visible, appropriately delineated/ barricaded and signed at all times.
11. All Traffic Controllers must be RMS accredited
12. A copy of this Permit and approved Traffic Control Plan must be kept on the work site for inspection by relevant Council Officer or the Police.
13. The applicant shall comply with any reasonable directive from Council's Compliance Officers
14. The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Compliance Officer



22-Apr-2021

Jesse Novley
Unit T3, 39 Delhi Rd
NORTH RYDE NSW 2113

Dear Sir /Madam:

ROAD LANE FOOTPATH CLOSURE PERMIT

Permit Number **WP-RLF-670/2021.**

Closure Type: **Footpath Closure**
 For temporary fencing

Site Details: **The Boulevarde, Wiley Park**

Specific Location: **As Above**

DATE AND HOURS OF OPERATION:

From: **22/04/21**
End: **22/04/22**

Your application for road and footpath closure permit at the above location has been approved and is subject to the following attached conditions. If you have further information or enquiries please contact Work Permit Team on the above number or email workpermits@cbc.city.nsw.gov.au

Yours faithfully

A handwritten signature in black ink, appearing to read 'D. Bui'.

Dang Bui
Work Permit Officer

BANKSTOWN CUSTOMER SERVICE CENTRE
Upper Ground Floor, Civic Tower, 66-72 Rickard Road,
Bankstown NSW 2200, PO Box 8, Bankstown NSW 1885

CAMPSIE CUSTOMER SERVICE CENTRE
137 Beamish Street, Campsie NSW 2194
PO Box 8, Bankstown NSW 1885

CANTERBURY-BANKSTOWN COUNCIL
ABN 45 985 891 846 P. 9707 9000 F. 9707 9700
W. cbc.city.nsw.gov.au
E. council@cbc.city.nsw.gov.au



CONDITIONS OF APPROVAL

1. If enquired, a Police Permit must be obtained from the Local Police Station. Please present this letter to the Police when applying for a permit.
1. Carry out all work in accordance with Work Cover Authority's Requirements.
2. A thoroughfare for emergency vehicles must be provided at all times.
3. All affected residents, businesses, emergency authorities and service providers must be notified of the work and road occupancy prior to commencement. Any concerns or requirements raised by business proprietors, residents or other occupants must be resolved or accommodated.
4. The applicant must have a Public Liability Insurance Cover of \$20 million or over
5. All work is to be carried out and erect barricades and signage in accordance with Australian Standards AS1742.3 – Traffic Control Devices for Works on Roads.
6. Reference is to be made to the RMS Publication "Traffic Control at Work Sites" for procedures on the provision of a Traffic Control Plan or Traffic Management Plan.
7. All affected business, residents and other occupants must be notified of the road occupancy and activities prior to commencement. Any concerns or requirements raised by business proprietors, residents or other occupants must be resolved or accommodated
8. A minimum 3 metre The Traffic Control Plan and Traffic Management Details as specified in your application must be implemented.
9. 3.0m minimum traffic lane widths must be maintained at all time
10. The alternative pedestrian access route must be safe, clear visible, appropriately delineated/ barricaded and signed at all times.
11. All Traffic Controllers must be RMS accredited
12. A copy of this Permit and approved Traffic Control Plan must be kept on the work site for inspection by relevant Council Officer or the Police.
13. The applicant shall comply with any reasonable directive from Council's Compliance Officers
14. The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Compliance Officer

About this application

This application is to be used when applying to carry out construction related activities within road reserve such as temporary full or partial road closure, stand and operate vehicle or plant and establish work zones.

How to complete this application

1. Ensure that all fields have been filled out correctly (Please note that fields on this form marked with an asterisk* are mandatory and must be completed before submitting the application).
2. Inadequate information will delay processing of your application.
3. Once completed you can submit this form by email to metro@cbc.city.nsw.gov.au and pay by credit card. Once the form is received by Council one of our Customer Service Team members will contact you on the number provided to obtain payment.

Notes on urgency fee

1. Installation of a Work Zone and Temporary Full Road Closure require approval of the Local Traffic Committee and the process generally takes four (4) weeks. If they are needed in less than 4 weeks, the applicant will need to make an urgency request, and pay the appropriate Urgency Fee.
2. Such urgency requests may be completed within 2 weeks of payment of the application fee. While Council will endeavour to complete the permit within 2 weeks of the payment of the application fee, in certain circumstances, it may not be possible to do so. These circumstances apply to work on State Road, work where a Road Occupancy Licence is required from the Transport Management Centre, where there is a bus stop at the front of the property, or other impediment. The Traffic Engineer will advise if the Application can be made urgently.
3. Minimum of five (5) working days are required for Council to process Standing & Operating Vehicle or Plant Applications AND Road Lane, Footpath Closure Applications. If possible, urgent Standing Plant & Operating Vehicle Applications will be processed within two (2) working days following complete lodgement of the applications and payment of any additional fees.

Part 1: Details of the Applicant

Business/Company Name*

Company's Function (i.e. contractor, sub-contractor)

Business Number ACN/ABN*

Contact Name*

Address*

Mobile Number*

Email address*

Part 2: Application Activity TypeWork Zone (WZ)[^]

Stand & Operate Vehicle or Plant (CON)

Partial Road Closure – Traffic Lane and/or Footpath (RLF)

Temporary Full Road Closure[^]**[^] Local Traffic Committee approval is required**

Part 3: Supporting Information to be Submitted
Work Zone (WZ)

Time Period Required:

Total Number of Months Required*

Requested Date of Installation*

Stand & Operate Vehicle or Plant (CON)

Please select the involved vehicle or plant to be operating on the road or footpath:

Mobile Crane

Concrete Pump or Truck

Other Work Vehicle, please specify:

Total Number of Days Required*

Start Date

Finish Date

Times from

to

Partial Road Closure – Traffic Lane and/or Footpath (RLF)

Number of Lanes and/ Footpaths to be Closed

One Lane/One Footpath

Two Lanes/One Lane plus One Footpath

Total Number of Days Required*

Start Date

Finish Date

Times from

to

Temporary Full Road Closure

Street Name*

Between Streets*

Suburb*

Dates of Closure*

Hours of Closure*

 Alternative dates in case
of inclement weather*

 Reason for temporary
road closure*

Part 4: Supporting Information to be Submitted

Note - Electronic copies of documents on USB or CD need be provided with the Work Permit application

Certificate of Currency for Public Liability Insurance cover of a minimum of \$20,000,000 from the Developer indicating Canterbury Bankstown Council as the Interested Party

Traffic Control Plan (TCP) in accordance Australian Standards AS1742.3

Road Occupancy License (ROL) if working within 100m of a State or Regional Road, or within 100m of traffic signals

Part 5: Applicant Checklist and Declaration

I have read and understand the Schedule of Conditions.

I declare that all the information given is true and correct.

I have attached a copy of a site specific Traffic Control Plan prepared by a TfNSW certified designer.

I have attached a copy of a Traffic Management Plan for the proposed road closure (use template from TfNSW website) – if applicable.

I have included a draft copy of the notification letter for a letter box drop.

I have attached a copy of Public Liability Insurance Certificate, minimum of \$20 Million, Canterbury- Bankstown City Council must be listed as an interested party on the certificate of currency.

I have applied for a Crane Permit or Road Opening Permit - if applicable.

I understand that I must pay a Road Closure Fee and all costs associated with notifying the closure, prior to the approval being granted – the fees are detailed in Part 6: "Fees and Charges".

I have notified the Police Command about the proposed temporary full road closure – if applicable.

I declare that the information I have provided is true and correct and that I have read and understood the Schedule of Conditions and agree to comply with them.

Applicant's Name*

Applicant Signature*

Date*

Part 6: Fees & Charges
Work Zone (WZ)

12 metre length for 6 months period in advance		\$ 5,598
--	--	----------

Additional Fee – 6 metre length (initial 6 month minimum period)		\$ 2,242
--	--	----------

Additional Fee – 6 metre length per month (after initial 6 month period)		\$ 374
--	--	--------

Urgency Fee

Quick approval (within 2 weeks) additional fee		\$ 528
--	--	--------

Stand & Operate Vehicle or Plant (CON)

Application Administration Fee – Non Refundable	ADM	\$ 102
---	-----	--------

Crane / Concrete Truck / Other Vehicle Occupy One Lane / One Footpath – Per Day	CR1	\$ 145
---	-----	--------

Crane / Concrete Truck / Other Vehicle Occupy Two Lanes / One Lane plus One Footpath –Per Day	CR2	\$ 218
---	-----	--------

Urgent Standing Plant/Crane/Concrete Pump permit approval within two (2) working days	CRURG	\$ 300
---	-------	--------

Road Lane and / or Footpath Area Closure (Without Plant or Vehicle)

Road Lane / Footpath Closure - One Lane / One Footpath – Per Day	RLF1	\$ 60
--	------	-------

Road Lane / Footpath Closure - Two Lanes / One Lane Plus One Footpath - Per Day	RLF2	\$ 90
---	------	-------

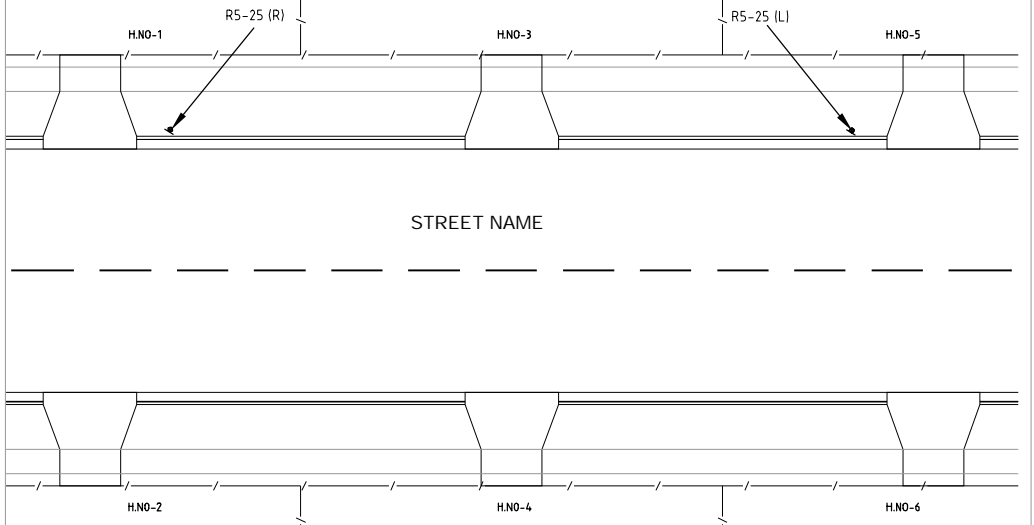
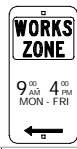
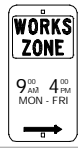
Temporary Full Road Closure

Application Administration Fee including Assessment – Non Refundable		\$ 532
--	--	--------

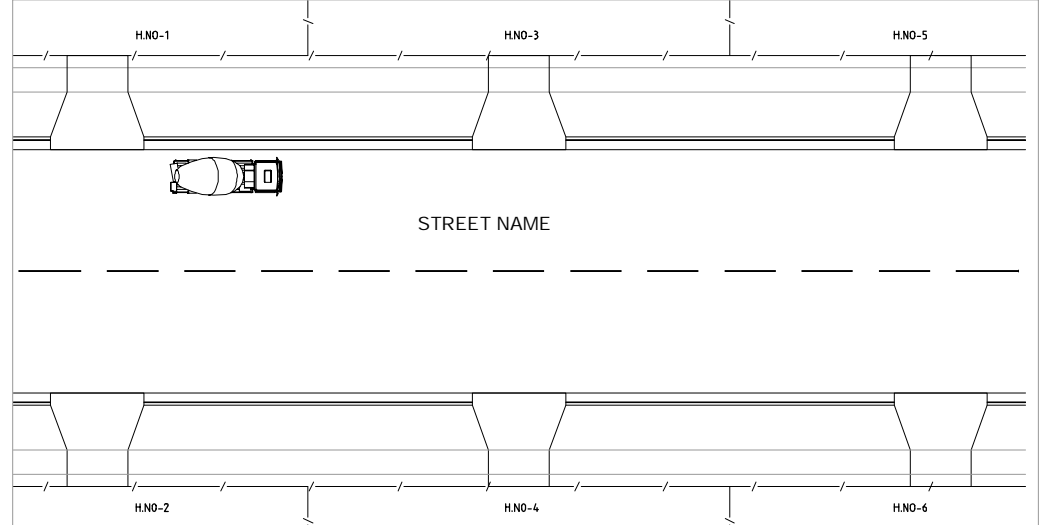
Road Closure Fee Per Day		\$ 411
--------------------------	--	--------

Public Domain Works Inspection	CWI	\$ 153
---------------------------------------	------------	---------------

TYPES OF PERMIT

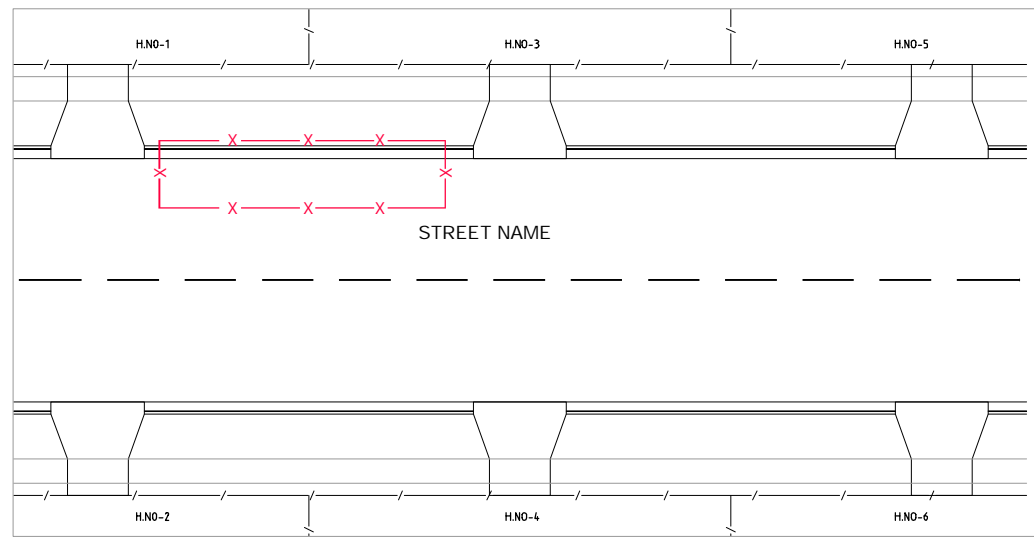


STREET NAME



STREET NAME

WORK ZONE



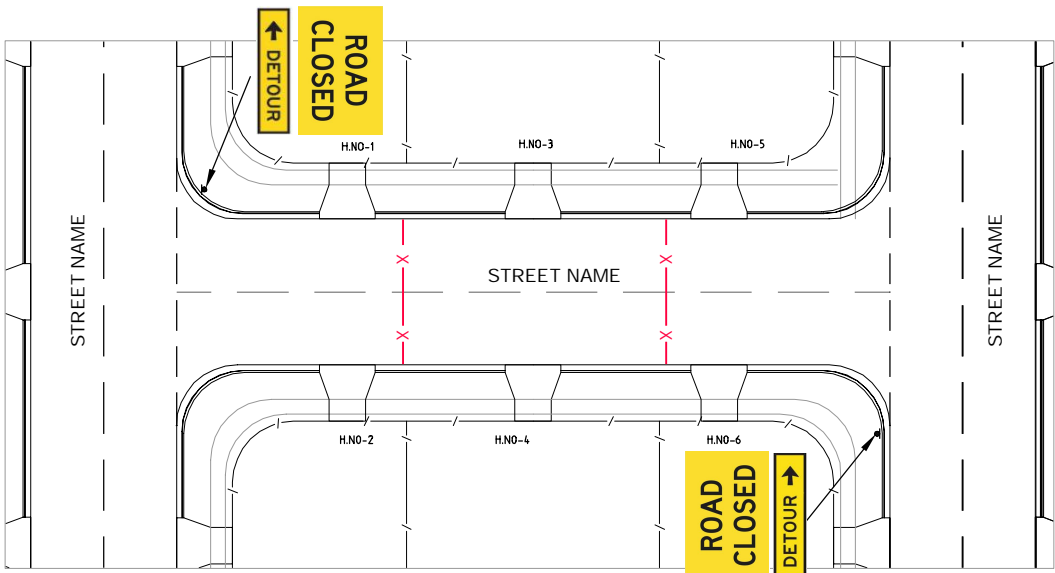
STREET NAME

— X — X — X — CONSTRUCTION FENCE / BARRIER

PARTIAL ROAD CLOSURE

STAND OR OPERATE VEHICLE

WORK VEHICLE / STANDING PLANT



STREET NAME

STREET NAME

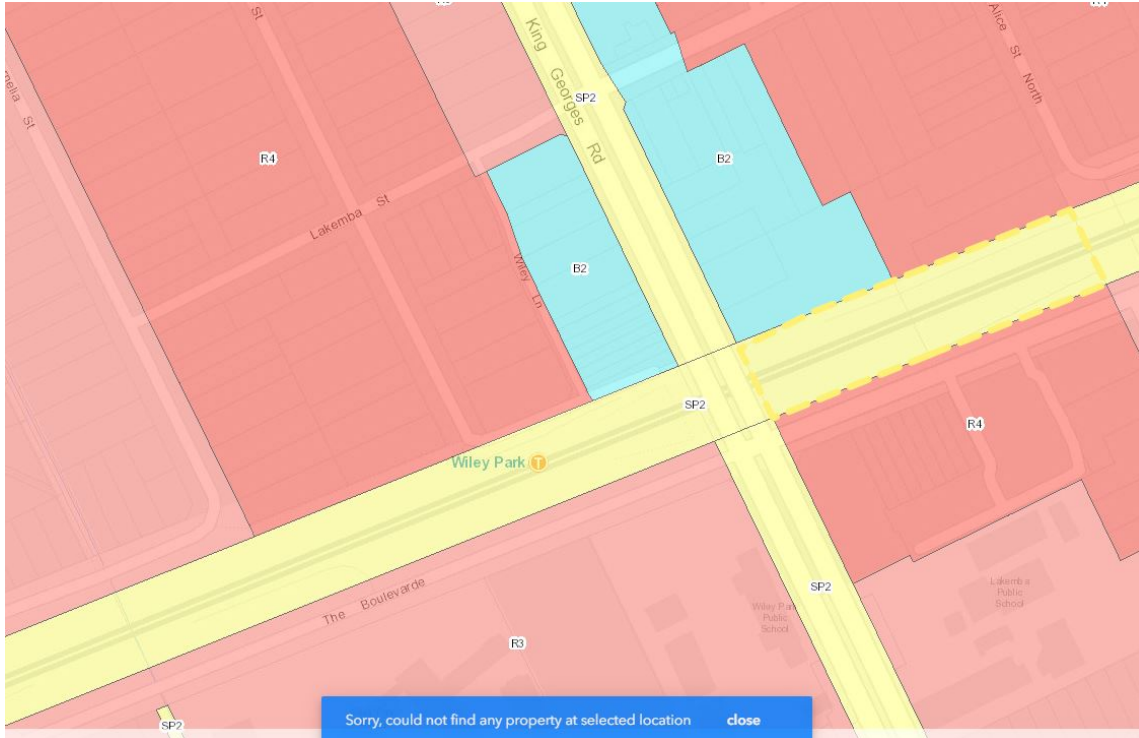
— X — X — X — BARRIER

TEMPORARY FULL ROAD CLOSURE

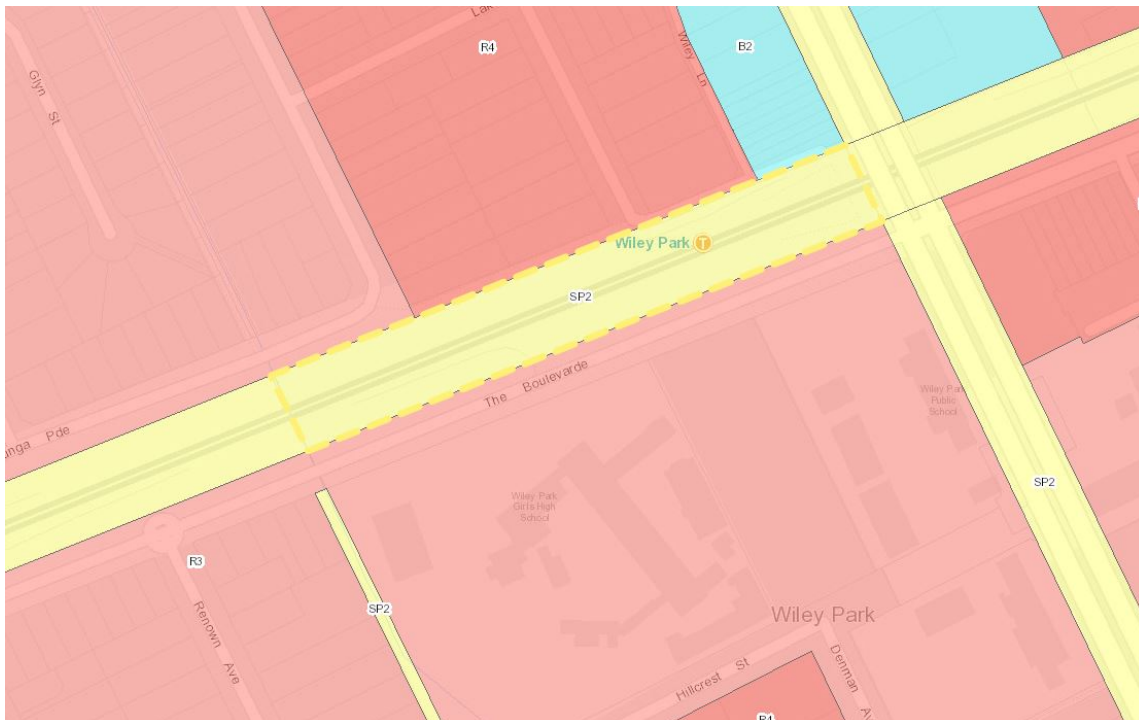
Activity Requirements	Work Zone	Stand & Operate	Partial Road Closure	Temporary Full Road Closure
Permitted area must be retained in a clean and tidy condition to the satisfaction of Council.	√	√	√	√
Use of the permitted area must not interfere with or compromise the safety of pedestrians, cyclists or motorists.	√	√	√	√
Alternative pedestrian access routes must be safe, clearly visible, appropriately delineated/ barricaded and sign posted at all times.	√	√	√	√
Road Occupancy Licence (ROL) from TfNSW is required if working within 100m of a State or Regional Road or within 100m of traffic signals.	√	√	√	√
Must notify the Transport for NSW Transport Management Centre.				√
All affected residents, businesses must be notified at least one week prior to implementing the permit. Any issues that arise must be resolved to the satisfaction of Council.	√	√	√	√
Roads must be closed in accordance with AS1742.3 and the approved Traffic Management Plan.				√
4 metre wide emergency vehicle access must be maintained at all times.	√	√	√	√
If maintaining the emergency access is not possible the applicant must liaise with emergency services and provide alternative access.				√
If required, a Police Permit must be obtained from the Local Police Station. Present Council approval letter to the Police when applying for a permit.		√	√	
Must advise emergency services of the road closure.				√
Must provide and maintain adequate traffic measures for the safe movement of vehicles and pedestrians in accordance with an approved Traffic Control Plan.		√	√	√
Must indemnify the Council against all claims for damage or injury that may result from the activity or occupation.	√	√	√	√
Must provide documentary evidence of public risk insurance cover indemnifying Council for a minimum of \$20,000,000.	√	√	√	√
Must reimburse the Council for the cost of repair to any damage caused to the road or footpath as a result of their activities.	√	√	√	√
Must comply with any reasonable directive of the Council Rangers, Police or Transport for NSW.	√	√	√	√
Must comply with the Councils Code of Practice for Construction Hours and Noise.	√	√	√	√
Must ensure a suitable Work Health & Safety Plan is in place for all personnel working at the site.	√	√	√	√
All Traffic Controllers must be TfNSW accredited.	√	√	√	√
Must where practical make alternate parking arrangements for affected residents during the event.			√	√
Must have a Risk Management Plan for the road closure.				√
If the work is on a bus route, the applicant must notify the relevant bus operators before work and pay any associated costs for rerouting services and/or moving bus stops during the occupation.				√
A minimum 3 metre traffic lane width must be maintained at all time.	√	√	√	
A copy of Council Permit and approved Traffic Control Plan must be kept on the work site for inspection by relevant Council Officer or Police.		√	√	√
The applicant shall comply with any reasonable directive from Council's Compliance Officers or the Police.	√	√	√	√
Council reserves the right to revoke the approval at any time without any compensation to the applicant.	√	√	√	√
Any variation on the approved date and conditions of approval must be submitted to Council for resolution.	√	√	√	√
Must meet all costs associated with the permit and shall pay all fees in accordance with the Council's current Fees and Charges.	√	√	√	√

Appendix C – Lot on Plans

Nature Strip at Urunga Parade to Shadforth Street, via Stanlea Parade – No Lot on Plan

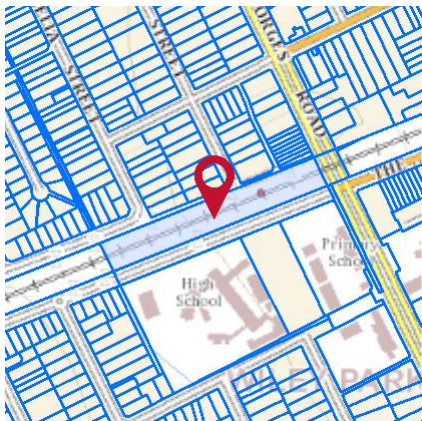


Nature Strip at Wiley Park with access from The Boulevard – Lot 1 on DP972401 with Property Report



Property Report

91-93 KING GEORGES ROAD WILEY PARK 2195



Property Details

Address: 91-93 KING GEORGES ROAD WILEY PARK 2195
 Lot/Section /Plan No: 1/-/DP972401
 Council: CANTERBURY-BANKSTOWN COUNCIL

Summary of planning controls

Planning controls held within the Planning Database are summarised below. The property may be affected by additional planning controls not outlined in this report. Please contact your council for more information.

Local Environmental Plans	Canterbury Local Environmental Plan 2012 (pub. 21-12-2012)
Land Zoning	SP2 - Infrastructure: (pub. 21-12-2012)
Height Of Building	NA
Floor Space Ratio	NA
Minimum Lot Size	NA
Heritage	Inter war railway station buildings Significance: Local
Land Reservation Acquisition	NA
Foreshore Building Line	NA

Detailed planning information

State Environmental Planning Policies which apply to this property

State Environmental Planning Policies can specify planning controls for certain areas and/or types of development. They can also identify the development assessment system that applies and the type of environmental assessment that is required.

This report provides general information only and does not replace a Section 10.7 Certificate (formerly Section 149)

- State Environmental Planning Policy (Affordable Rental Housing) 2009: Land Application (pub. 31-7-2009)
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004: Land Application (pub. 25-6-2004)
- State Environmental Planning Policy (Concurrences and Consents) 2018: Land Application (pub. 21-12-2018)
- State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017: Land Application (pub. 1-9-2017)
- State Environmental Planning Policy (Exempt and Complying Development Codes) 2008: Land Application (pub. 12-12-2008)
- State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004: Land Application (pub. 31-3-2004)
- State Environmental Planning Policy (Infrastructure) 2007: Land Application (pub. 21-12-2007)
- State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007: Land Application (pub. 16-2-2007)
- State Environmental Planning Policy (Primary Production and Rural Development) 2019: Land Application (pub. 28-2-2019)
- State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017: Subject Land (pub. 25-8-2017)
- State Environmental Planning Policy No 19—Bushland in Urban Areas: Land Application (pub. 24-10-1986)
- State Environmental Planning Policy No 21—Caravan Parks: Land Application (pub. 24-4-1992)
- State Environmental Planning Policy No 33—Hazardous and Offensive Development: Land Application (pub. 13-3-1992)
- State Environmental Planning Policy No 36—Manufactured Home Estates: Land Application (pub. 16-7-1993)
- State Environmental Planning Policy No 50—Canal Estate Development: Land Application (pub. 10-11-1997)
- State Environmental Planning Policy No 55—Remediation of Land: Land Application (pub. 28-8-1998)
- State Environmental Planning Policy No 64—Advertising and Signage: Land Application (pub. 16-3-2001)
- State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development: Land Application (pub. 26-7-2002)
- State Environmental Planning Policy No 70—Affordable Housing (Revised Schemes): Land Application (pub. 31-5-2002)

This report provides general information only and does not replace a Section 10.7 Certificate (formerly Section 149)



Property Report

91-93 KING GEORGES ROAD WILEY PARK 2195

Other matters affecting the property

Information held in the Planning Database about other matters affecting the property appears below. The property may also be affected by additional planning controls not outlined in this report. Please speak to your council for more information

1.5 m Buffer around Classified Roads	Classified Road Adjacent
Local Aboriginal Land Council	METROPOLITAN
Sydney Trains Infrastructure Protection Zone	Clause 45/Referral
Sydney Trains Corridor Protection Zone	Clause 86/Concurrence

This report provides general information only and does not replace a Section 10.7 Certificate (formerly Section 149)

Appendix D – Approved Project Boundary



FIGURE 1.1

Appendix E – Approval from the City of Canterbury Bankstown Council to use Two Car Spaces

Ryan O'Leary

From: Jesse Novley
Sent: Wednesday, 5 May 2021 9:27 AM
To: Ryan O'Leary
Subject: FW: Wiley Park Station- Nature Strip Occupation- 22nd April

Kind regards,

Jesse Novley
Senior Project Engineer
Infrastructure Projects



T | +61 436 399 670
E | Jesse.Novley@downergroup.com
A | <https://w3w.co/speeds.laws.ports>
www.downergroup.com



Think before you print

From: James Magsipoc <James.Magsipoc@cbc.city.nsw.gov.au>
Sent: Wednesday, 14 April 2021 3:07 PM
To: Jesse Novley <Jesse.Novley@downergroup.com>; Julie Henderson <Julie.Henderson@Downergroup.com>
Cc: Ash Jarvis <Ash.Jarvis2@transport.nsw.gov.au>
Subject: FW: Wiley Park Station- Nature Strip Occupation- 22nd April

[External Email] This email was sent from outside the organisation – be cautious, particularly with links and attachments.

Hi Jesse,

Please see comments below on Wiley park Station- Nature Strip Occupation:

On Operations view:

We are okay with Urunga Parade side, there is a pathway between Urunga Pde and Shadforth St, which is not affecting for public use.

On The Boulevard, two carparks to be taken temporarily and two seats to be temporarily relocated toward footpath, we are okay with it.



James Magsipoc - Project Officer
T 02 9707 9771
E James.Magsipoc@cbc-city.nsw.gov.au
www.cbc-city.nsw.gov.au



@ourcbc-city
Like & follow us



From: Terry Hawi <Toufic.Hawi@cbc-city.nsw.gov.au>
Sent: Wednesday, 14 April 2021 2:57 PM
To: James Magsipoc <James.Magsipoc@cbc-city.nsw.gov.au>
Cc: Dang Bui <Dang.BUI@cbc-city.nsw.gov.au>; Bala Maharajah <Bala.Maharajah@cbc-city.nsw.gov.au>; Siva Sritharan <Siva.Sritharan@cbc-city.nsw.gov.au>; Richard Boardman <Richard.Boardman@cbc-city.nsw.gov.au>
Subject: RE: Wiley Park Stqtion- Nature Strip Occupation

Hi James,

I just provide the following comment:

- Sydney Metro must provide and maintain appropriate and adequate traffic measures (including detour signs and flagmen) for the safe movement of pedestrians.

Regards,



Terry Hawi - Traffic Engineer
T 02 9789 9497
E Toufic.Hawi@cbc-city.nsw.gov.au
www.cbc-city.nsw.gov.au

CANTERBURY BANKSTOWN



@ourcbc-city
Like & follow us



From: James Magsipoc
Sent: Monday, 12 April 2021 5:38 PM
To: Richard Boardman <Richard.Boardman@cbc-city.nsw.gov.au>

Cc: Terry Hawi <Toufic.Hawi@cbc.city.nsw.gov.au>; Dang Bui <Dang.BUI@cbc.city.nsw.gov.au>; Bala Maharajah <Bala.Maharajah@cbc.city.nsw.gov.au>; Siva Sritharan <Siva.Sritharan@cbc.city.nsw.gov.au>

Subject: Wiley Park Stqtion- Nature Strip Occupation

Hi Team,

Sydney Metro Contractor have revised the layout plan of installing AFT fencing on two locations as per attached documents.

- a. On the Urunga Parade to Shadforth Street, via Stanlea Parade the AFT fence stops on end of Shadforth Street marked in blue line.

- b. On The Boulevard Access the contractor requires 28mx 7m with 2.4m gate on two carparks to be taken . Droppable bollards in each to be installed and NO stopping signs. Two existing chairs to be temporarily relocated toward the edge of the footpath and ATF fence at the back of the chairs.

Your feedback and comments by 14April will be greatly appreciated.

Best regards,



James Magsipoc - Project Officer
T 02 9707 9771
E James.Magsipoc@cbc.city.nsw.gov.au
www.cbc.city.nsw.gov.au



@ourcbc
Like & follow us



Disclaimer

This email (including all the attachments) is intended solely for the named addressee. It is confidential and may be subject to legal or other professional privilege. Confidentiality or privilege is not waived because this email is sent to you by mistake. If you have received it in error, please let me know by reply email, delete it from your system and destroy any copies. This email is also subject to copyright. No part of it should be reproduced, adapted or communicated without the written consent of the copyright owner. Although reasonable precautions are taken, the sender does not warrant that this transmission or attachments are free from viruses or similar malicious code and does not accept liability for any consequences to the recipient . You are strongly advised to check any attachments prior to use.