

Notice of decision – Sydney Metro City & Southwest – Sydenham to Bankstown Upgrade [SSI 8256]

Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

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| Application type | State significant infrastructure |
| Application number and project name | SSI 8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade |
| Applicant | Sydney Metro |
| Approving authority | Minister for Planning |

Decision

The Minister for Planning has, under s.5.19 of the *Environmental Planning and Assessment Act 1979* (**the Act**) approved the infrastructure application subject to the recommended conditions.

A copy of the infrastructure approval and conditions is available [here](#).

A copy of the Planning Secretary's Assessment Report is available [here](#).

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8256

Date of decision

12 December 2018

Reasons for decision

The following matters were taken into consideration in making this decision:

- the matters listed in the statutory context section of the Planning Secretary's assessment report;
- all information submitted to the Department during the assessment of the application;
- the findings and recommendations in the Planning Secretary's Assessment Report; and
- the views of the community about the project (see Attachment 1).

The findings and recommendations set out in the Planning Secretary's Assessment Report were accepted and adopted as the reasons for making this decision.

The key reasons for approving the application are as follows:

- the project would include:
 - improve and increase rail services along the Bankstown Line;
 - improve accessibility at the local and regional scale relieving existing capacity constraints at Sydenham junction and on approach to Central; and
 - releasing capacity across the heavy rail network and respond to growing demand for rail services.
- the project has been endorsed by the NSW Government by being a key component of:
 - *Future Transport 2056*;
 - *NSW Long Term Transport Master Plan*;
 - *A Plan for Growing Sydney*;
 - *Building Momentum: State Infrastructure Strategy 2018*; and
 - *Eastern City and South District plans* (Greater Sydney Commission 2018).
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards. The key impacts include:
 - construction noise, which will be managed by a number of conditions, including limiting construction hours, strict requirements of any Out-of-Hours works, utility management and coordination and appointment of a Utility Coordination Manager;
 - impacts resulting from construction traffic, particularly during closure periods, which will be managed through traffic management plans for each construction site, and the implementation of the Temporary Transport Strategy; and

- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through changes to the project and the recommended conditions of approval (where applicable); and weighing all relevant considerations, the project is in the public interest.

Attachment 1 – Consideration of Community Views

The Department exhibited the Environmental Impact Statement (EIS) from 13 September 2017 until 8 November 2017 (56 days) and received 556 community submissions, including 489 objections, primarily from residents living within suburbs along the rail corridor.

Based on the changes to the project, the Department exhibited the Submissions and Preferred Infrastructure Report (SPIR) from 20 June 2018 until 18 July 2018 (29 days) and received 390 submissions, including 348 objections.

The Department also undertook the following consultation activities:

- three site visits, including the Minister's visit;
- attended eight Community Engagement Sessions, during both the EIS and SPIR exhibitions; and
- held four meetings with Councils and attended numerous briefings by the Proponent with Canterbury Bankstown Council and Inner West Council.

The key issues raised by the community (including in submissions) and considered in the Planning Secretary's Assessment Report and by the decision maker include project need and justification; project design including precinct/station design; construction traffic; construction noise and vibration; heritage impacts; and cumulative impacts. Other issues are addressed in detail in the Planning Secretary's Assessment Report.

| <i>Issue</i> | <i>Consideration</i> |
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| <p><i>Project Need & Justification</i></p> <ul style="list-style-type: none"> • There is already a heavy rail line connecting Bankstown to the CBD • The loss of direct access to the city circle loop with the proposed Metro line; • Residents living west of Bankstown would require three (3) separate trains to get to some CBD stations • Residents within the Sydenham to Bankstown corridor won't experience benefits • Strategic need of the overall Metro Program | <p><i>Assessment</i></p> <ul style="list-style-type: none"> • The justification for the conversion of a heavy rail line to a separate Metro line is a matter for Government and does not form part of the Department's assessment • The proposal demonstrates: <ul style="list-style-type: none"> ◦ improved rail services to the CBD; ◦ new and direct access for rail commuters on the Bankstown line to employment opportunities along the global economic arc ◦ simple and accessible interchange with heavy rail services at Bankstown and Sydenham <p><i>Conditions/Response</i></p> <p>No conditions are required as this is not a matter that require Departmental assessment</p> |
| <p><i>Project Design</i></p> <ul style="list-style-type: none"> • Metro trains and facilities won't fit the character of the Sydenham to Bankstown corridor • Facilities around stations such as drop off zones & bicycle facilities do not encourage walking/cycling to the stations • Stations designs do not integrate within the precinct • Station designs do not cater for future population growth | <p><i>Assessment</i></p> <ul style="list-style-type: none"> • Consideration was given to the design and integration of the metro stations within the surrounding community, particularly for stations that are likely to experience population growth • Consideration included the hierarchy of transport modes, prioritising walking and cycling above private transport (car parks), to encourage active transport • Station design would be reviewed by the Design Review Panel, which would also refine the design objectives for all key elements of the project, including urban and landscape design • Consideration was given to the future pedestrian access needs of the stations, and the need for additional access requirements to be provided either by the project, i.e. Dulwich Hill and Campsie stations, or to safeguard these for the future i.e. Canterbury station <p><i>Conditions/Response</i></p> <p>Conditions include:</p> <ul style="list-style-type: none"> • The appointment of the Sydney Metro City & Southwest Design Review Panel for the Sydenham to Bankstown project, which will provide continuity of design across the City & Southwest projects • Station Design and Precinct Plans are required for each station, which will assist in the integration of the upgraded stations within the broader precincts • Safeguarding future station accesses, previously identified to cater for future population growth around the stations |

| Issue | Consideration |
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| <p><i>Construction Traffic</i></p> <ul style="list-style-type: none"> • Impacts during rail possessions; • Impacts to parking during construction; • Construction traffic including haulage routes; and • Extra traffic generated when Temporary Transport Strategy is implemented. | <p><i>Assessment</i></p> <ul style="list-style-type: none"> • Consideration of construction traffic impacts and impacts during possession periods, including haulage routes • Considered impacts to parking during construction and operation. Number of personnel at any location will fluctuate with scale of activity and whether it is a possession or non-possession period. Limited parking (4-10 spaces) will be accommodated at worksites. Car parking supply is under-utilised at most locations • 42 on-street car spaces and 10 commuter spaces will be lost across the alignment during operation. Commuter spaces will be offset at stations. Parking at most stations (within 400 m) is currently under-utilised. Encouragement of active transport modes to stations through planning, design and implementation to reduce need for car spaces • The Temporary Transport Strategy will increase traffic on the road network. Effects of the TTS on traffic will fluctuate depending on the shutdown period. Impacts during weekend shutdowns would be consistent with replacement bus services during regular maintenance shutdowns. Impacts would be greatest during the final shutdown when the TTS will operate for three to six months across holiday and non-holiday periods. Holiday and weeknight shutdowns would be expected to have limited impact given the lower traffic environment <p><i>Recommended Conditions/Response</i></p> <p>Conditions include:</p> <ul style="list-style-type: none"> • Preparation of Construction Traffic Management Plans for each construction site or stage, which must be submitted to the RMS and Department. These plans will outline the construction impacts and mitigation measures for each construction site or stage • Establishment of a Traffic and Transport Liaison Group to inform traffic and transport management measures during construction and operation • A Temporary Transport Management Plan must be prepared in accordance with the Temporary Transport Strategy, which will detail the location of elements of the TTS relevant to each station and closure • Road dilapidation reports to be prepared before local roads are used and any damage to the roads must be repaired or the road authority compensated |
| <p><i>Construction Noise & Vibration</i></p> <ul style="list-style-type: none"> • Residential proximity to rail line should be considered; • Vibration will be felt by residents; and • Noise will result in sleep disturbance for residents along the rail line. | <p><i>Assessment</i></p> <ul style="list-style-type: none"> • Noise impacts are likely to be less than predicted in the EIS, with most impacts generated by works at stations and where there is a need to form track cross overs. Impacts are likely to be similar to those generated by Sydney Trains currently when doing maintenance • There is unlikely to be any vibration, other than possible exceedance of trigger levels for consideration of mitigation for heritage items in the Heritage Rail groups • Noise mitigation is required for construction and operation. Where residents are eligible for both construction and operational mitigation measures, early installation of operational mitigation measures must be considered • Works required to be undertaken outside of construction hours, generally for safety reasons, and the need to shut down the rail line will have noise goals to minimise the chance of sleep disturbance criteria being exceeded. Respite periods must be developed and implemented <p><i>Conditions/Response</i></p> <p>Conditions include:</p> <ul style="list-style-type: none"> • Restricted work hours and hours when highly noise intensive work can occur are recommended by the Department. Highly noise intensive work can only occur for a block of three continuous hours, then a respite period of not less than one hour must be given |

| <i>Issue</i> | <i>Consideration</i> |
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| | <ul style="list-style-type: none"> Where work is required outside of work hours, the Department has recommended conditions providing goals to minimise impact to surrounding residents. In addition, all utility works that are required to be undertaken outside of work hours are part of construction, and therefore all the noise conditions including respite apply A condition is recommended requiring the Proponent to notify the residents at least two (2) months before any upcoming Out-of-Hours work commences The Department has recommended that the Proponent undertake an Operational Noise and Vibration Review monitor whether the mitigation measures are achieving the desired outcome |
| <p><i>Heritage</i></p> <ul style="list-style-type: none"> Retention of heritage items is to be commended; and Re-use of heritage items may lead to other impacts not considered. | <p><i>Assessment</i></p> <ul style="list-style-type: none"> Heritage items located within the project boundary are to be protected and adaptively reused in station design The Department considers that it is important to tell the story of the Bankstown link, through documentation and interpretation, and the incorporation of heritage items with the new metro services It is considered highly unlikely that there will be any impact to heritage items not associated with the Railway groups <p><i>Conditions/Response</i></p> <p>Conditions include:</p> <ul style="list-style-type: none"> The Department recommended requiring vibration assessment of heritage items. The Proponent must seek advice from a heritage specialist on methods and locations for installing vibration monitoring equipment A Heritage Interpretation Strategy & Plan must be prepared to outline a process for interpretation of heritage item; identify heritage items to be used in the final design and how they will be interpreted; and provide a timeframe for its implementation An Unexpected Finds & Human Remains Procedure must be prepared to manage unexpected heritage finds and human remains |
| <p><i>Cumulative Impacts</i></p> <ul style="list-style-type: none"> Cumulative impact to residents from multiple large infrastructure projects occurring concurrently | <p><i>Assessment</i></p> <ul style="list-style-type: none"> Cumulative impact assessment has been undertaken for each project element. Noise impacts, for example, have considered other Metro projects, though given these join end to end, it is unlikely there will be a cumulative effect Any projects that are considered after the approval of the Sydney Metro Sydenham to Bankstown project will need to consider cumulative impacts of the metro construction in its assessment <p><i>Conditions/Response</i></p> <p>No specific conditions have been recommended, as the conditions recommended adequately address the issue of cumulative impacts</p> |