



Integrated  
Management  
System

# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	LineWide - Dulwich Hill Traction Substation
<b>Prepared by:</b>	Line-Wide Contractor
<b>Prepared for:</b>	Sydney Metro
<b>Assessment number:</b>	LW06
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<b>Planning approval No. (where relevant):</b>	SSI 8256
<b>Date required:</b>	19/08/2022
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Form information – do not alter

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## 1. Existing Approved Project

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

SSI\_8256 Sydney Metro City & Southwest – Sydenham to Bankstown  
 SSI\_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 1 – October 2020

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

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

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the Environmental Impact Statement (EIS), Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR), Revised Environmental Mitigation Measures, the Submissions Report and the Conditions of Approval.

Description of existing approved project you are assessing for consistency:

The Sydney Metro City & Southwest - Sydenham to Bankstown project involves upgrading 10 existing stations west of Sydenham (Marrickville to Bankstown inclusive), and a 13-kilometre-long section of the Sydney Trains T3 Bankstown Line, between west of Sydenham Station and west of Bankstown Station, to improve accessibility for customers and meet the standards required for metro operations. The project would enable Sydney Metro to operate beyond Sydenham to Bankstown.

Section 2.4.4 of the Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) includes the following description of the approved project works:

As described in Section 8.1.3 (Works to convert stations and the rail line to Sydney Metro operations – other works) of the Environmental Impact Statement, five new traction substations are proposed to power the metro trains. Substations are proposed at the following locations:

- Dulwich Hill – on the southern side of the railway corridor at Randall Street
- Canterbury – on the southern side of the railway corridor, north of Hutton Street and west of the Melford Street overbridge
- Campsie – on the southern side of the railway corridor, north of Lilian Street and east of Carrington Street
- Lakemba – on the southern side of the railway corridor, north of The Boulevarde and west of Taylor Street
- Punchbowl – on the southern side of the railway corridor, north of South Terrace and east of Scott Street.

The proposed locations were shown in Figure 8.1 (Project infrastructure and features) of the Environmental Impact Statement and are also shown in Figure 2.1 of the preferred project description in Appendix B of the SPIR.

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

This consistency assessment has been prepared for changes proposed at the Dulwich Hill Traction Substation (TSS). The proposal would include an extension of the project boundary to provide additional construction area, which is required to support the safe and efficient construction of that TSS.

The additional construction area would be located on Randall Street Marrickville, which is Council land and lies outside of the currently approved project area. The additional construction area would be contiguous with the Dulwich Hill TSS site and the currently approved project area.

The proposal which is subject of this Consistency Assessment is an extension of the project area at Dulwich Hill TSS.

The proposed additional construction area would support the safe and efficient construction of the TSS and would enable the following portable buildings and barriers to be established and relocated around the extended site area to support construction activities:

- Portable lunch shed
- Portable site offices
- Portable toilets
- Protective barriers and fencing

(Uncontrolled when printed)

Key characteristics of the proposal would include:

- Access would be through the Dulwich Hill TSS work site. There would be no access directly from Randall Street.
- Access would be via the existing DGB covered work site area and the bitumen road surface.
- The footpath area would be fenced off with ATF temporary fencing to protect the grass cover and trees.
- The street-facing sides would be enclosed with a combination of ATF and concrete or water filled water barriers, with Sydney Metro shadecloth.
- Noise blankets would be installed to shield the nearby houses from the noise of air conditioner units on the portable buildings.
- There would be no external lighting within the area.
- All services would be above ground:
  - Mains water supply via a poly pipe from the existing Dulwich Hill TSS mains water supply
  - Mains electrical supply from an adjacent Ausgrid power pole. There would be no generator required.
  - Rainwater from the portable buildings would flow onto the Randall Street bitumen surface and into the street gutter and stormwater drains
  - Waste from the toilets would be collected in an integral holding tank and pumped out weekly, or more frequently if needed.

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

Relevant elements of the Approved Project	Proposed change
The location of the project area at Dulwich Hill TSS as indicated in <i>Sydenham to Bankstown SPIR Volume 2 – Appendices Figure 2.1</i>	The project area at the Dulwich Hill TSS would be extended to provide additional construction area as indicated in Figure 4 of this Consistency Assessment.

### 3. Timeframe

There is no change from the approved project timing. The proposed additional construction area would be in place for the remaining duration of the Dulwich Hill TSS construction works. The timeframe is August 2022 to August 2023.

## 4. Site description

The proposal would be located on approximately 180m<sup>2</sup> of Randall Street Marrickville and the adjacent footpath area.  
The land is road corridor land which is owned by Inner West Council.

The location of the Dulwich Hill TSS and the proposed project area extension are depicted in the following diagrams which are attached in Appendix A:

- Figure 1: Sydenham to Bankstown SPIR Figure 2.2
- Figure 2: Sydenham to Bankstown SPIR Volume 2 – Appendices Figure 2.1
- Figure 3: Sydenham to Bankstown SPIR Volume 2 – Appendices Figure 2.1 (Detail)
- Figure 4: Dulwich Hill TSS Construction Area
- Figure 5: Proposed Additional Construction Area
- Figure 6: Proposed Additional Construction Area Close-up
- Figure 7: Proposed Additional Construction Area Street View 1
- Figure 8: Proposed Additional Construction Area Street View 2

## 5. Site Environmental Characteristics

The proposal area is bordered by:

- Residential property (7 Randall Street)
- Randall Street Marrickville
- Dulwich Hill TSS construction site / Sydney Trains rail corridor

The surrounding land use is residential, rail corridor and local road.

The proposal area consists of:

- Bitumen road surface with concrete gutter
- Grassed footpath area with four mature trees (cinnamomum camphora)

There are no protected flora / fauna or sensitive areas.

The nearest waterway is Cooks River at a distance of 800m.

## 6. Justification for the proposed change

The proposal is required to provide sufficient construction area to support safe and efficient construction of the TSS. The extended project boundary would accommodate all construction activities to support the TSS including the necessary workplace amenities for the Dulwich Hill TSS construction site crew. The requirement has become necessary at this stage of the project because:

- The size of the work crew at Dulwich Hill will increase significantly when the work moves into the mechanical and electrical fit-out stage in mid-August 2022. The existing amenities on the site (one site office, one crib room, two port-a loos) will not be adequate for the increased work crew.
- Systems Connect is now required to undertake additional construction at the country end of the site, that being the construction of an in-ground combined services route (CSR) extending from the TSS buildings west to the Albermarle Street bridge, instead of the originally proposed above ground galvanised steel troughing (GST). The CSR construction will consume the space currently occupied by the crib room.
- Sydney Trains has advised Systems Connect that site amenities must have at least 3m of horizontal clearance from the underside of the overhead HV transmission lines which pass above the northern side of the Dulwich Hill site.
- Taking into account the above points, there is not sufficient space within the existing approved project area to safely accommodate all required construction activities and the necessary workplace amenities for the work crew.

If the proposal does not go ahead, it will not be possible to provide the Dulwich Hill work site with adequate workplace amenities for the work crew, while maintaining safe and efficient working space for construction activities, mobile plant and workers on foot; and safe clearance distances from overhead HV transmission lines.

Refer to Figure 4 in Appendix A.

## 7. Environmental Benefit

The proposal would result in a minor reduction in local traffic levels as there would be:

- Fewer site visits to service toilets compared to port-a-loos.
- Fewer road trips by supervisors and engineers as there would be adequate site office space to allow those personnel to remain on site for complete shifts.

## 8. Control Measures

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

## 9. Conditions of approval

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



## 9. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the Approved Project.	The portable buildings in the extended construction area to be positioned so as not to impact of the four mature trees on the footpath. Temporary fencing to be installed to protect the trees and grass cover on the footpath.	Y	Y	
Water	Rainwater from the portable buildings would flow onto the Randall Street bitumen surface and street gutter and stormwater drains. No additional stormwater would flow into the street stormwater drains. Changes are consistent with the Approved Project.	No additional measures required.	Y	Y	
Soils and contamination	The portable buildings would be located on the bitumen road surface. Temporary fencing would be installed to protect the grassed footpath area. Changes are consistent with the Approved Project.	No additional measures required.	Y	Y	
Air quality	No change from the Approved Project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Noise and vibration	<p>The main noise source would be air conditioner units (A/C units) on the portable site offices and meal room.</p> <p>The noise levels at residential receivers are predicted to be below the applicable NMLs.</p> <p>The proposal would have minimal noise impacts. Changes are consistent with the Approved Project.</p> <p>Refer to Noise Impact Assessment in Appendix B of this Consistency Assessment.</p>	<p>Noise blankets would be installed between A/C units and residential receivers.</p> <p>A/C units may only be operated outside of standard hours under approved OOHW applications.</p> <p>Only one A/C unit may be operated during the night period.</p>	Y	Y	
Aboriginal heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	No change from the Approved Project.	No additional measures required.	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and socio-economic	<p>The proposal would have minimal community impact, and no socio-economic impacts.</p> <p>The proposal would not hinder access for any residents in any way.</p> <p>Noise and visual impacts would be minimal. There would be no light spill impacts and no air quality impacts.</p> <p>Changes are consistent with the Approved Project.</p>	<p>Systems Connect is consulting directly with the adjacent residents via consent letters, individual briefings and doorslips.</p> <p>Refer to consultation records in Appendix C.</p> <p>The consultation states a time period for the proposal of six months. Should the proposal be required beyond that time period, then further stakeholder consultation would be conducted in relation to the required additional time period.</p> <p>Commencing after the implementation of the proposal, System Connect would conduct regular doorknocks of adjacent residents to gauge sentiment, including parking arrangements, and to allow residents to express any concerns.</p>	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic and transport	<p>The proposal would result in a minor reduction in traffic levels as there would be:</p> <ul style="list-style-type: none"> <li>• Fewer site visits to service toilets.</li> <li>• Fewer road trips by supervisors and engineers as there would be adequate site office space to allow those personnel to remain on site for complete shifts.</li> </ul> <p>There would be no impacts to local transport.</p> <p>The proposal would occupy four car parking spaces on the northern side of Randall Street. Alternative parking arrangements are being considered in consultation with council to avoid or minimise this impact.</p> <p>Changes are consistent with the Approved Project.</p>	<p>Council consent is being obtained for the proposal to occupy a portion of Randall Street.</p> <p>An ROL is not required.</p> <p>The request for Council consent states a time of six months. Should the proposal be required beyond that time period, then further Council consent would be sought and obtained for the required additional time period.</p> <p>Construction personnel would not park in Randall Street. Traffic Controllers would be present to ensure compliance with this.</p> <p>Subject to Council agreement, a number of angled parking spaces would be marked on Randall Street immediately to the east of the proposal area to compensate for the four lost parking spaces.</p>	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Waste and resource management	<p>The proposal would have minimal impact on waste management.</p> <p>The proposal would have minimal impact on resource usage, with minor increases in electricity and water usage in relation to site amenities. Changes are consistent with the Approved Project.</p>	<p>Waste from the portable toilets would be collected in an integral holding tank and pumped out weekly, or more frequently if needed. Controls would be implemented to prevent and respond to potential overflows:</p> <ul style="list-style-type: none"> <li>• The holding tank would be inspected daily for capacity.</li> <li>• Water taps in the toilets would be auto shutoff to prevent taps being left running.</li> <li>• Water supply to the portable buildings would be turned off when the site is unoccupied.</li> <li>• Bunding would be placed around the holding tank</li> <li>• A spill kit would be in place adjacent to the holding tank</li> </ul>	Y	Y	
Visual	<p>The proposal would have minimal visual impact. The street facing sides of the proposal area would be enclosed with a combination of ATF and concrete of water-filled road barriers, with Sydney Metro shade cloth installed.</p> <p>There would be no external lighting within the proposal area and no light spill impacts. Changes are consistent with the Approved Project.</p>	No additional measures required.	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Land use and property	<p>A portion of Randall Street and the adjacent footpath (Inner West Council land) would be occupied by the proposal for the remaining duration of the Dulwich Hill TSS construction phase.</p> <p>The Randall Street area is currently used for parking (four spaces). The footpath area is not used for any purpose and is not used by pedestrians. All pedestrian access is along the opposite (southern) side of Randall Street and would not be impacted.</p>	No additional measures required.	Y	Y	
Hazard and 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	

## 10. Impact Assessment – Operation

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

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the Approved Project.	No additional measures required.	N/A	Y	
Water	No change from the Approved Project.	No additional measures required.	N/A	Y	
Soils and contamination	No change from the Approved Project.	No additional measures required.	N/A	Y	
Air quality	No change from the Approved Project.	No additional measures required.	N/A	Y	
Noise and vibration	No change from the Approved Project.	No additional measures required.	N/A	Y	
Aboriginal heritage	No change from the Approved Project.	No additional measures required.	N/A	Y	
Non-Aboriginal heritage	No change from the Approved Project.	No additional measures required.	N/A	Y	
Community and socio-economic	No change from the Approved Project.	No additional measures required.	N/A	Y	
Traffic and transport	No change from the Approved Project.	No additional measures required.	N/A	Y	
Waste and resource management	No change from the Approved Project.	No additional measures required.	N/A	Y	
Visual and urban design	No change from the Approved Project.	No additional measures required.	N/A	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Land use and property	No change from the Approved Project.	No additional measures required.	N/A	Y	
Hazard and risk	No change from the Approved Project.	No additional measures required.	N/A	Y	
Other	No change from the Approved Project.	No additional measures required.	N/A	Y	



## 11. Consistency with the Approved Project

Question	Consider the following:
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	Yes. The proposed changes identified in this assessment are consistent with the objectives and functions of the elements of the approved project.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	Yes. The impacts of the proposed works would be consistent with the environmental impacts as assessed for the approved project.
Is the change within the envelope of what has been approved?	The proposed change is to support the approved project although land which is subject to this consistency assessment was not included in the approved project. The environmental impacts have been adequately assessed.
Are there any new environmental impacts as a result of the proposed works/project changes?	All risks would be adequately addressed through the application of the mitigation measures in the above impact assessment tables. There would be no new environmental risks as a result of the proposed works.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood and would be accounted for by implementing the control measures within this document, the existing CEMP, sub-plans and procedures.
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
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

## 12. Other Environmental Approvals

<b>Identify all other approvals required for the proposed works:</b>	N/A
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### 13. Recommendation

Based on the above impact assessment, and with reference to the EIS, SPIR and Submission Reports, including the conditions of approval, it is recommended that:

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

## Author certification

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the proposed change; and
- Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Christopher Riley	Signature:	
Title:	Environmental Coordinator		
Company:	Systems Connect	Date:	15/08/2022

## Assessment Supporting Signature

Application supported and submitted by

Name:	Yvette Buchli	Date:	17/08/2022
Title:	Associate Director Planning Approvals	Comments:	
Signature:			

## Assessment Endorsement

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

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

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

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

Endorsed by			
Name:	Fil Cerone	Date:	19/08/2022
Title:	Director, City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			

## Appendix A – Diagrams and Figures

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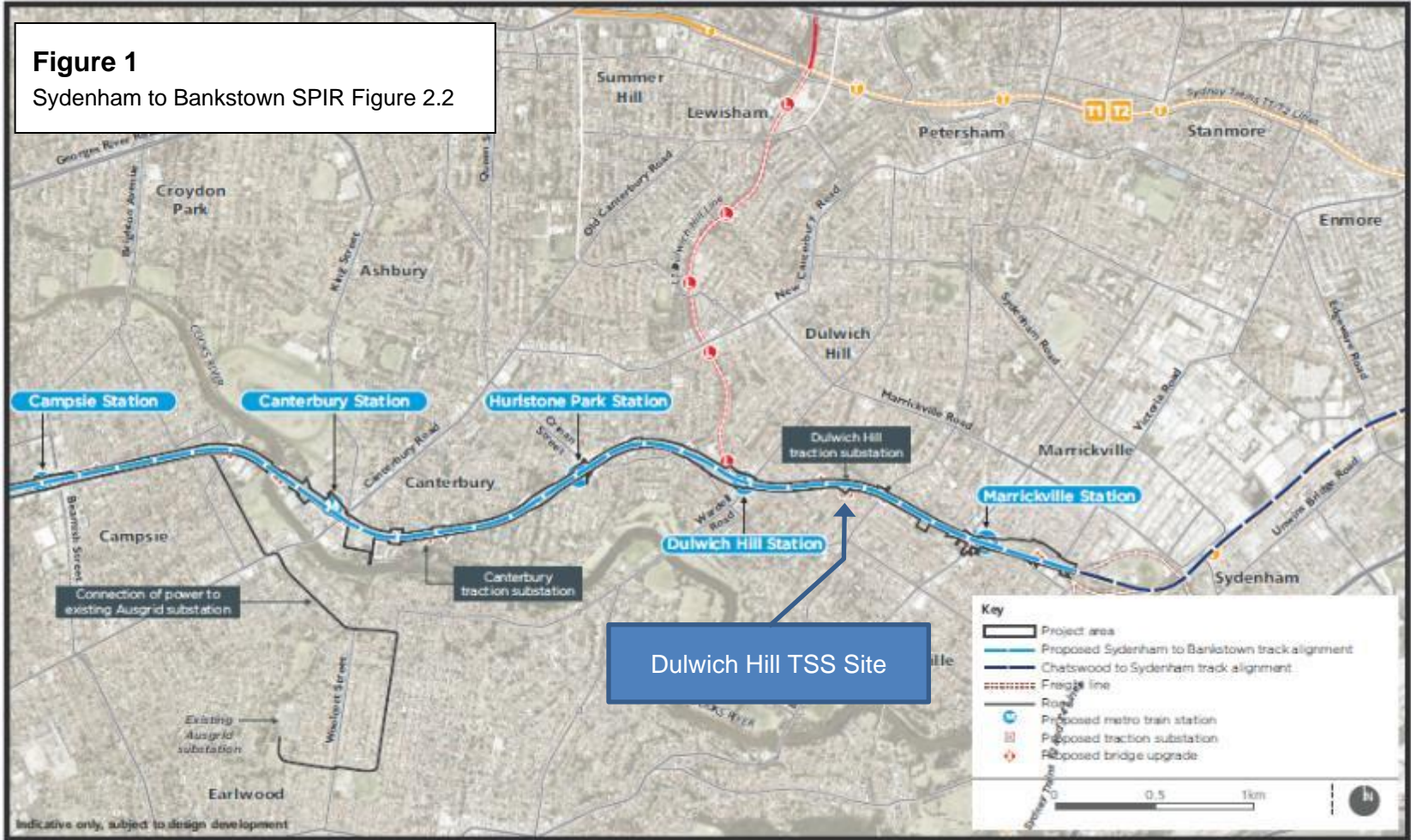


FIGURE 2.2



**Figure 2**  
 Sydenham to Bankstown SPIR Volume 2 – Appendices Figure 2.1



Dulwich Hill TSS Site  
 Also see detail on next page

**Figure 3**

Sydenham to Bankstown SPIR Volume 2 – Appendices Figure 2.1 (Detail)





**Figure 4**

Dulwich Hill TSS Construction Area







**Figure 6**

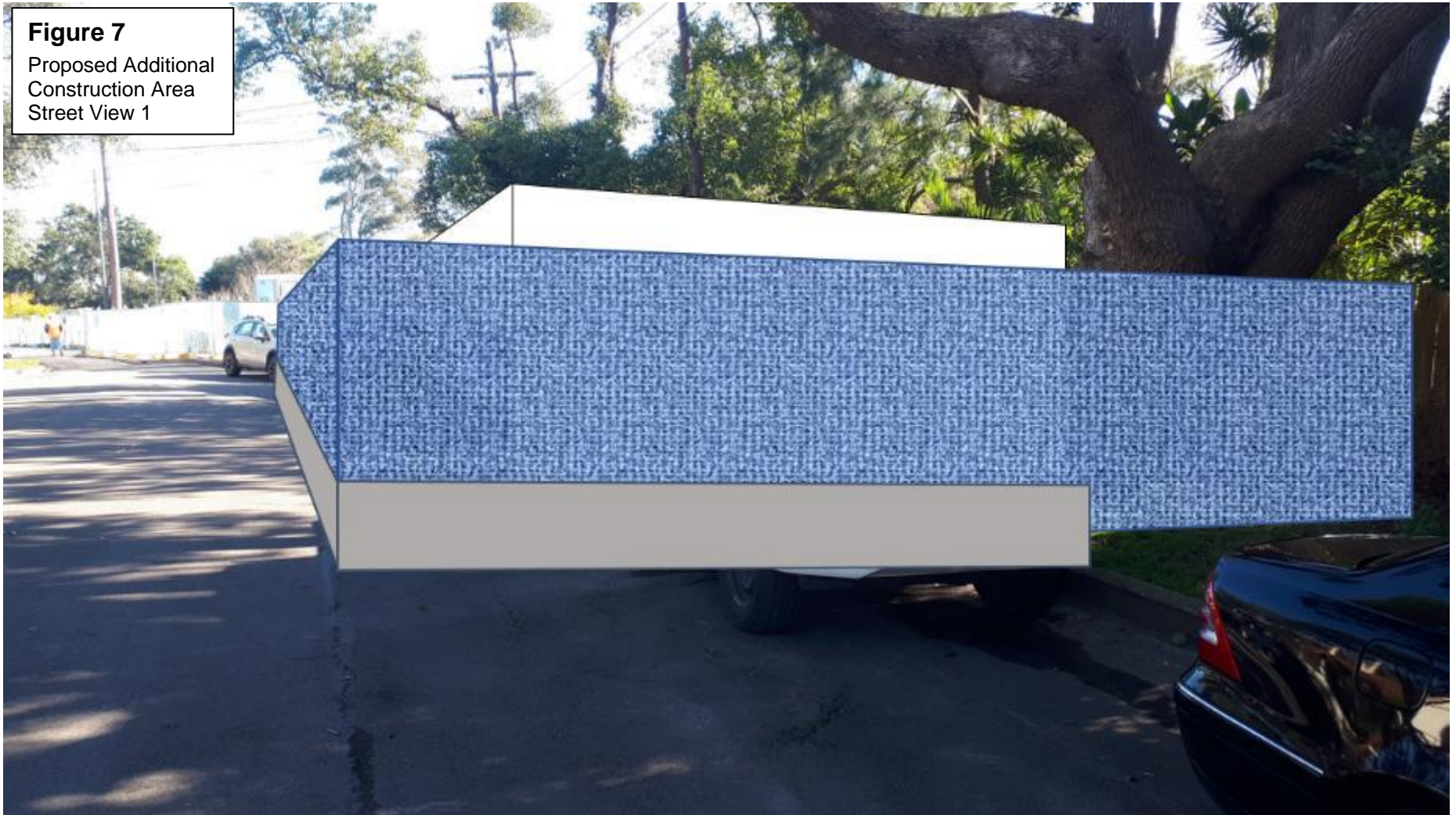
Proposed Additional Construction Area Close-up





**Figure 7**

Proposed Additional  
Construction Area  
Street View 1





**Figure 8**

Proposed Additional  
Construction Area  
Street View 2



## Appendix B – Noise Impact Assessment

### Summary

This noise impact assessment is based on the measured noise level of the air conditioner unit (A/C unit) on the existing crib room at Dulwich Hill TSS, which is one of the buildings that would be placed in the additional construction area.

The assessment indicates that noise levels at the nearest residential receivers due to the proposal would be within the applicable Noise Management Levels (NMLs) during the following time periods:

Day standard hours Day OOH Evening OOH	With up to three A/C units operating
Night OOH	With one A/C unit operating

### Measured Noise Level

Existing crib room A/C unit	Measured SPL @ 7m =	49 dBA
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### Noise Level Predictions

Distance to nearest residential receivers =	15m
Measured SPL @ 7m with one A/C unit =	49 dBA
Calculated SPL @ 15m with one A/C unit =	43 dBA

	SPL @ 15m	Noise Blanket Attenuation	SPL @ receivers	NML Compliance			
				Day 50	Day OOH 45	Evening 45	Night 38
With one A/C unit	43	5	38	Yes	Yes	Yes	Yes
With two A/C units	46	5	41	Yes	Yes	Yes	No
With three A/C units	49	5	44	Yes	Yes	Yes	No

## Appendix C – Stakeholder Consultation

- Letter of Consent to adjacent residents (6 of 7 residents have signed as of 08/08/2022)
- Email consent from 7<sup>th</sup> resident
- Doorslip notification to Randall Street residents
- Email from Systems Connect Stakeholder Engagement Manager stating information conveyed to residents during individual briefings
- Email correspondence with Inner West Council

28 July 2022

## Letter of consent

Systems Connect needs to install a temporary building over the road over the coming six months in order to facilitate work at the Dulwich Hill substation located at the end of Randall Street Marrickville.

On behalf of the household you reside in, please complete the details below to indicate your agreement.

ADDRESS	NAME	SIGNATURE	DATE
7 Randall Street	Johnny Whiting	<i>[Signature]</i>	5/8/2022
10 Randall Street	Meera Anderson	<i>[Signature]</i>	29/7/2022
12 Randall Street	Joo Yeon PARK	<i>[Signature]</i>	29/7/2022
14 Randall Street	<i>[Signature]</i>	<i>[Signature]</i>	29/7/22
16 Randall Street	Leah Hawley	<i>[Signature]</i>	05/08/22
18 Randall Street			
20 Randall Street	Wayne Patterson	<i>[Signature]</i>	29/7/22

If you have any questions about this, please ask for Chris and contact [engagement@sclww.com.au](mailto:engagement@sclww.com.au) or call him directly on 0429 569 278.

Yours faithfully



**Chris Pettett**  
 Manager, Stakeholder Engagement  
 Systems Connect – Sydney Metro Linewidth Work



**1800 171 386** Community information line open 24 hours



**linewidthmetro@transport.nsw.gov.au**



Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240



If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800**



## Riley, Christopher

---

**From:** Tatiana Wans <tatwans@gmail.com>  
**Sent:** Sunday, 7 August 2022 12:18 PM  
**To:** engagement  
**Subject:** Re: Site office

**CAUTION:** This email originated from outside of the Organisation.

Hi Chris,

Do you know how much longer our street will be a high traffic area for? And has there been any update or additional information on the trees and fencing type that will go in front of our house (18 Randall St)?

Yes we consent to the site offices.

Thanks,  
Tatiana

On Thu, 4 Aug 2022 at 11:01 pm, engagement <[engagement@sclww.com.au](mailto:engagement@sclww.com.au)> wrote:

Hi Tatiana

Thanks for the questions.

It would be the site sheds that would be removed after 6 months.

There will continue to be security on site.

Kind regards

Chris

---

**From:** Tatiana Wans <[tatwans@gmail.com](mailto:tatwans@gmail.com)>  
**Sent:** Friday, 5 August 2022 10:28 AM  
**To:** engagement <[engagement@sclww.com.au](mailto:engagement@sclww.com.au)>  
**Subject:** Re: Site office

**CAUTION:** This email originated from outside of the Organisation.

Hi Chris,

Just wondering, will the entire project wrap up in 6months or is that just for the removal of site office?

Will there continue to be security stationed on the street?

Thanks,

Tatiana

On Thu, 4 Aug 2022 at 8:01 pm, engagement <[engagement@sclww.com.au](mailto:engagement@sclww.com.au)> wrote:

Hi Tatiana

I hope you've been well and had time to consider my email and attachments below.

Just so you know all of your neighbours have signed the agreement. Please see attached.

If you could please consider this over the weekend. I'm happy if you come back to be Tuesday Australian time, Monday where you are.

Thanks so much and please let me know if you've any questions.

Kind regards

Chris

---

**From:** engagement <[engagement@sclww.com.au](mailto:engagement@sclww.com.au)>  
**Sent:** Wednesday, 3 August 2022 12:10 PM  
**To:** Tatiana Wans <[tatwans@gmail.com](mailto:tatwans@gmail.com)>  
**Subject:** RE: Site office

Hi Tatiana

Thanks for contacting me. I hope you're enjoying your time away.

Please see the attached a letter of agreement signed by some of your neighbours for work we are planning.

We intend to install crib sheds onto the road at Randall Street. Access would be from the site, it would be used during standard construction hours, and it would take up no more room than the length and width of semi-trailer. The extent would be from the large tree inside number 7's backyard up to where our fence onto the site begins.

Installing this crib shed will allow us to complete the work sooner compared to if we did not have it. The sheds would be on the road for 6 months and help us support our teams entering the site to perform mechanical and electrical fit out work.

Our workers would access the sheds from the site, there will be no access from the road, and there will be fencing and bollards surrounding. The site will be used during standard construction hours – 7am-6pm weekdays and 8am-6pm Saturdays. Use of the site after this time would be during the after hours and would require permission and the need to notify residences.

I've attached some photos where you can see our site supervisor demarking the corner of the site at the length furthest away from our fence.

We'd appreciate if you and Kevin could consider this and provide your agreement. You can do so in reply to this email.

If you do have any further questions about this, then please let me know and I'd be more than happy to answer them.

I look forward to hearing from you.

Kind regards

Chris

## Chris Pettett

Stakeholder Engagement Manager - Systems Connect

Sydney Metro City & Southwest Line-wide Works



**work safe**  
**home safe**

Level 1 [116 Miller Street, North Sydney, NSW 2060, Australia](#)

M 0429 569 278

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**From:** Tatiana Wans <[tatwans@gmail.com](mailto:tatwans@gmail.com)>  
**Sent:** Tuesday, 2 August 2022 8:51 PM  
**To:** engagement <[engagement@sclww.com.au](mailto:engagement@sclww.com.au)>  
**Subject:** Site office

**CAUTION:** This email originated from outside of the Organisation.

Hi Chris,

we are currently away, however our house sitter let us know that u dropped by to talk about a site office proposal. Please send me the info via email.

Thanks,

Tatiana

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# City & Southwest

## Sorry I missed you

### My contact information

Name

Email

Phone

Date



**1800 171 386** Community information line open 24 hours



**sydneymetro@transport.nsw.gov.au**



**Sydney Metro City & Southwest,**

PO Box K659, Haymarket NSW 1240

[sydneymetro.info](http://sydneymetro.info)



# City & Southwest

## Sorry I missed you

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## Riley, Christopher

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**From:** Pettett, Chris  
**Sent:** Wednesday, 3 August 2022 12:01 PM  
**To:** Riley, Christopher  
**Subject:** RE: Evidence of Council and community engagement  
**Attachments:** Doorslip - 2022.07.28 - Dulwich Hill agreement crib on Randall Street - FINAL.pdf; LTR - 2022.08.03 - Agreement to crib shed.pdf; RE: Thank you and request

Hi Chris

As discussed, I have attached the doorslip that I've been using when doorknocking the seven houses to obtain their agreement for the crib sheds to be extended on the road.

The follow speaking points are what I've been saying to residents when I have spoken to them prior to them signing the agreement.

- We need to install a site shed / crib onto the road for six months
- The site where the sheds / cribs will take up will be approximately the room of a semi-trailer
- We have demarked the area we would like to take up drawing a black line onto the road, which will be the extent of the site's boundary that includes bollards and fencing
- The crib sheds site will extend from the boundary fence up to the large tree in the backyard fence of number 7
- Access to the sheds / cribs will be from the site and not the street
- The sheds / cribs will be accessed during standard construction hours. Any afterhours access of the site would require after hours approval
- Council have asked for this agreement letter
- It is possible to facilitate additional parking but would require Council's okay on this

Kind regards

Chris

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**From:** Pettett, Chris  
**Sent:** Wednesday, 3 August 2022 11:41 AM  
**To:** Riley, Christopher <Christopher.Riley@sclww.com.au>  
**Subject:** Evidence of Council and community engagement

Hi Chris

As discussed, please see attached evidence of Council's in-principle agreement and evidence of engagement with the community.

There are some residences that are required to sign off and I aim to get these either this week or next.

Please let me know if you've any questions.

Kind regards

Chris

**Chris Pettett**

Stakeholder Engagement Manager - Systems Connect  
Sydney Metro City & Southwest Line-wide Works



Level 1 116 Miller Street, North Sydney, NSW 2060, Australia

**M** 0429 569 278

**E** [Chris.Pettett@sclww.com.au](mailto:Chris.Pettett@sclww.com.au)



## Riley, Christopher

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**From:** David Crosby <david.crosby@innerwest.nsw.gov.au>  
**Sent:** Monday, 18 July 2022 5:37 PM  
**To:** Pettett, Chris; Sim, Mong  
**Cc:** Ash Jarvis  
**Subject:** RE: Thank you and request

**CAUTION:** This email originated from outside of the Organisation.

Hi Chris, Mong

Yes will need to discuss the substation delivery this week to sort out the paperwork.

As for the proposed worksite on Randall St, we will need to see written consent from the following properties knowing they will have these demountable units on Randall St for 6 months:

- 7 Randall St
- 10 Randall St
- 12 Randall St
- 14 Randall St
- 16 Randall St
- 18 Randall St
- 20 Randall St

Chat soon.

David Crosby

Road Access Project Engineer

p +61 2 9392 5650 e [david.crosby@innerwest.nsw.gov.au](mailto:david.crosby@innerwest.nsw.gov.au)



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.

*Discover where art is made*  
**Creative Trails**  
**13 and 14 August**

A graphic for Creative Trails featuring a stylized red line drawing of a building or structure on a purple background.

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**From:** Pettett, Chris <Chris.Pettett@sclww.com.au>  
**Sent:** Friday, 15 July 2022 3:10 PM  
**To:** David Crosby <david.crosby@innerwest.nsw.gov.au>  
**Cc:** Ash Jarvis <Ash.Jarvis2@transport.nsw.gov.au>  
**Subject:** Thank you and request

Hi David

**Thank you and Dulwich Hill substation lift**

I wanted to inform you that we were successfully able to install the substation modular buildings to the Dulwich Hill substation site behind Randall Street Marrickville yesterday.

This was the main reason why I was an apology for yesterday's update meeting with Council.

On behalf of the project, I wanted to pass on my thanks to Council for working with us during this time.

We have received no community complaints from this work and the work finished yesterday evening.

I'd be more than happy to provide you with a verbal briefing on this if you need.

**Demountable partially on the road**

We also require the need to replace a demountable so that it sits onto the Randall Street one metre, or a metre-and-a-half. I cannot confirm when we would need this but I've been told we would need this for a period of 6 months.

The project can complete the relevant invoicing and road occupancy license needs. But I wanted to check if you would need a meeting to discuss this further, or this is something you can agree to in-principle?

We need to do this because our site is too compact to hold another crib, which our workers would need in order for us to complete the electrical and mechanical fit out on site.

Please let me know if you have any questions on this.

Kind regards

Chris

**Chris Pettett**

Stakeholder Engagement Manager - Systems Connect  
Sydney Metro City & Southwest Line-wide Works



Level 1 116 Miller Street, North Sydney, NSW 2060, Australia

M 0429 569 278  
E [Chris.Pettett@sclww.com.au](mailto:Chris.Pettett@sclww.com.au)

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