



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

| | |
|---------------------------|------------------------------------------------------------------------------------------|
| Assessment name: | Roadworks on Phillip and Lethbridge Street: Alterations to bus and pedestrian facilities |
| Prepared by: | Cathy Lestrage |
| Prepared for: | Sydney Metro, Sydney Roads |
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| Date required: | October 2021 |
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For information – do not alter:

| | |
|------------------------|-------------------------------------------------------------|
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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

1. Existing Approved Project

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

SSI_10051 Sydney Metro – Western Sydney Airport

Date of determination:

Instrument of Approval dated 23 July 2021

Type of planning approval:

Critical State Significant Infrastructure (CSSI)

Description of existing approved project you are assessing for consistency:

Roadworks on Phillip and Lethbridge Streets (assessed in the Sydney Metro – Western Sydney Airport [SMWSA] Environmental Impact Statement [EIS] and Submissions Report) includes permanent changes to on-street parking on Lethbridge Street, Queen Street and Phillip Street, St Marys, to allow for bus or construction vehicle movements along these streets.

The SMWSA EIS and Submissions Report also describes the various construction works including:

- temporary modifications to Phillip Street to facilitate egress for construction vehicles opposite Blair Avenue
- temporary removal of on-street car parking on Phillip Street (around 27 car park spaces) to facilitate bus routes to the temporary bus interchange at the Station Street car park
- temporary removal of on-street car parking on Lethbridge Street (around 16 car park spaces)
- some construction vehicles may need to temporarily use Lethbridge Street to access Phillip Street until heavy vehicle routes have been established within the construction footprint.

Relevant background information (including EIS, Submissions Report, MCoA):

- Sydney Metro – Western Sydney Airport Environmental Impact Statement, including accompanying technical papers (SMWSA EIS) (October 2020)
- Sydney Metro – Western Sydney Airport Submissions Report (April 2021)
- Instrument of Approval (SSI_10051) (dated 23 July 2021)

The above documents are available on the NSW planning portal here: <https://www.planningportal.nsw.gov.au/major-projects/project/35016>
All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the SMWSA EIS, Submissions Report and the conditions of approval.

2. Description of proposed development/activity/works

Description or proposed activity/works.

The proposed works includes:

Permanent works

These works would be permanent and extend past the SMWSA construction period:

- provision of new permanent raised pedestrian crossings:
 - one on Phillip Street to the east of the intersection with Lethbridge Street including permanent removal of two car spaces
 - one on Lethbridge Street north of the intersection with Phillip Street including permanent removal of two car spaces
 - associated pedestrian fencing, installation of lighting poles, trench grates and drainage, adjustments to concrete islands and medians, pavement works, kerb adjustments and line-marking
- intersection upgrade works at the Phillip and Lethbridge Street intersection including removal of the existing islands to the north and east of the Philip Street and Lethbridge Street and installation of new full depth pavement and chevron marking

Temporary works

These works would be temporary (about 5 years) and occur for the duration of SMWSA construction:

- provision of two new bus stops on Phillip Street for the temporary adjustment/relocation of bus services (routes and stops)
- adjustments to: kerb and gutter; line marking; concrete islands and medians, pavement works, street furniture; signage; utilities; and pedestrian paths and fencing to facilitate the works
- closure of Gidley Street pedestrian access during construction of the proposed works

The location of the works in shown in Figure 1 of Appendix A.

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

This work would be completed by Sydney Roads who are acting as a contractor for Sydney Metro. Sydney Roads will use an existing compound currently being used for their broader program of works in the area. The existing compound site is on Chesham Street. No other ancillary facilities are proposed.

The following plant and equipment may be used as part of the works:

- 5t excavator
- compactor
- two 12t Bogie tipper trucks
- concrete trucks
- asphalt paver
- bobcat and roller
- hand tools
- lighting equipment
- light utility vehicles

Up to 20 workers could be working onsite at any one time.

The works would require utility adjustments to allow for new lights to be installed over the pedestrian crossings, and some permanent drainage work may also be required to allow for kerb and gutter adjustments.

Waste generated during construction would primarily be from the demolition of the existing road to accommodate the works, for example removal of existing pavement, adjustments of medians, utilities works, and construction of road infrastructure. Waste materials would likely include: asphalt pavement; surplus construction and finishing materials such as fencing, concrete and paint; general office wastes such as paper, packaging, and food wastes; and sewage waste generated through the use of personnel facilities.

Fuel and paint would be used onsite.

3. Timeframe

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

Works are estimated to commence late November – early December 2021 and take approximately four to five months to complete. The works would occur mostly as night shifts Mon – Fri 7:00pm – 5:00am to ensure the ongoing operation of the roads, and the safety of both workers and road users. However day shifts may also be required which would occur Mon – Fri 7:00am – 6:00pm. Any out of hours works (OOHW) would implement the requirements of the Sydney Metro Out Of Hours Works Protocol for the project.

The proposal does not include any changes to the construction timeframes required for the approved project.

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.

Works would be carried out on Phillip Street and Lethbridge Street in the suburb of St Marys in the Penrith City Council local government area (LGA). Works would occur on:

- Phillip Street between Queen Street and Lethbridge Street
- Lethbridge Street between Station Street and Phillip Street.

The works are located within the road reserve and both roads are owned and maintained by Penrith City Council. The works are located outside the indicative construction footprint as shown in the SMWSA EIS and Submissions Report.

A figure showing the location of the work is provided in Appendix A.

5. Site Environmental Characteristics

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

The proposed works are located on Phillip and Lethbridge Street in the suburb of St Marys within the Penrith City Council LGA. St Marys is an urban area, and the land surrounding Phillip and Lethbridge are a mixture of B4 (Mixed Use) and R4 (High Density Residential).

The environment at Phillip and Lethbridge Street can be described as typical urban street scape. The roadway is bordered by gutters, footpaths, and nearby vegetation consists of planted street trees within the road reserve. There are no natural waterways within the site and rainfall runoff from the area enters stormwater pits located within the kerb side gutter. The western end of Phillip Street is bordered by commercial buildings and businesses and the eastern end and Lethbridge Street is bordered by residential properties. There is no known protected flora or fauna or other 'sensitive area' within the site.

Phillip Street is a sealed two-lane road, with one lane in each direction and street parking available on either side of the road. This parking is timed on the western end of Phillip Street near Queen Street. Lethbridge Street is a sealed two-lane road, with one lane in each direction and untimed street parking available on either side of the road. The intersection of Phillip and Lethbridge Street is a roundabout with four arms.

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 proposed works are required to ensure that the road network around St Marys can operate safely and efficiently, during and following construction of the SMWSA project.

Additional bus stops are required along Phillip Street as the new temporary bus interchange (TBI) that is being built as part of the Approved Project is smaller than the existing bus interchange and the additional bus stops are required to maintain the capacity of the existing interchange. The additional bus stops would be temporary (about 5 years) and in use for the duration of SMWSA construction.

Intersection upgrade works is required to facilitate new bus stops and routes, as well as to facilitate safe construction vehicle movements as some heavy vehicles may need to use Lethbridge Street to access Phillip Street during later stages of the Approved Project.

Permanent pedestrian crossings and pedestrian paths have been included in scope to provide safe access to the new bus stops and safe crossing across Phillip and Lethbridge Street. A temporary (5 year) pedestrian crossing option was originally proposed however Council requested that the pedestrian crossings were made permanent to maintain future pedestrian safety in the area.

A 'do-nothing' option was also considered for the works. This option involves leaving the Phillip and Lethbridge Street in their current state. The 'do-nothing' option was not considered a feasible alternative as it would not meet the necessary safety requirements and would reduce the capacity of the TBI compared to the existing bus interchange.

7. Environmental Benefit

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

There are socio economic benefits to the community through the proposed changed road and traffic conditions including new pedestrian crossings and provision of adequate bus stops to maintain current services.

8. Control Measures

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

A Construction Environmental Management Plan (CEMP) would be completed for the works. The works would be undertaken in accordance with relevant project environmental performance outcomes and mitigation measures, as well as relevant CSSI conditions of approval.

The conditions most relevant to the proposed works include the following:

- Condition E42: An Out-of-Hours Work Protocol
- Condition E47: Detailed Noise and Vibration Impact Statements (DNVIS)
- Condition E64: Design Guidance and Standards - Lighting and Security
- Condition E119: Road traffic and safety (Permanent road works and safety audits)

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?

The site is not within a flooding zone or within bushfire prone land but is likely to be affected by increases in temperature or extreme weather events. While some of the works are permanent, they are generally minor in nature so the consideration of climate change is minimal, however, all road designs are built to have a service life of a minimum of 20 years and these designs have considered the potential for a minor increase in temperature, rainfall, storm events and bush fires as part of the design consideration during this time period.

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 | <p>No vegetation or trees would be removed as part of the works and trees in the vicinity of construction would be protected.</p> <p>An existing street tree on the south-western corner of the Phillip/Lethbridge roundabout would be retained but may need pruning. Any pruning works would be undertaken in accordance with AS4373-2007 Pruning of amenity trees.</p> <p>No change from the approved project.</p> | No additional measures required. | Y | Y | |
| Water | <p>Similar to the Approved Project, the works have the potential to cause impacts to water quality through sediment and other pollutants such as fuel or paint and garbage entering the stormwater system but will be managed in accordance with existing measures.</p> <p>No change from the approved project.</p> | No additional measures required. | Y | Y | |
| Air quality | <p>Similar to the Approved Project, the works have the potential to cause impacts to air quality through dust generation from excavation, pavement removal, adjustments to concrete islands and emissions from plant and machinery</p> <p>Any emissions or dust generated by the works are anticipated to be localised and minimal and will be managed in accordance with existing measures.</p> <p>No change from the approved project.</p> | No additional measures required. | Y | Y | |

| | | | | | |
|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|----------|----------|--|
| <p>Noise and vibration</p> | <p>There are high density residential and commercial receivers adjacent or nearby to the works. The nearest residential receiver is approximately 10 metres from the works and the nearest commercial receiver is approximately five metres from the works. As the works would primarily take place as night works, the impact to commercial receivers is expected to be minimal.</p> <p><i>Construction Noise</i></p> <p>The noise and vibration assessment for the project is detailed in Chapter 10 of the SMWSA EIS and also in Technical Paper 2: Noise and vibration. The SMWSA EIS identified that the Phillip and Lethbridge Street are located within noise catchment area (NCA03). Scenario 1 (SC01) covers enabling works including transport network adjustments.</p> <p>Exceedances of noise management levels (NMLs) were predicted at sensitive residential receivers during Scenario 1. Noise impacts from the proposed works are expected to be consistent with this assessment.</p> <p>Noise and vibration would be managed through the Sydney Metro CNVS and existing project CoA (including preparation of a Detailed Noise and Vibration Impact Statement), performance outcomes, and revised environmental mitigation measures (REMMS).</p> <p><i>Traffic Noise</i></p> <p>During construction, heavy vehicles and buses would use Phillip and Lethbridge Street. The SMWSA EIS noise assessment has considered the noise impacts from these additional vehicle movements and concluded that construction road traffic noise levels are not predicted to exceed relevant Road Noise Policy noise criteria at St Marys.</p> | <p>No additional measures required.</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 |
| | <p><i>Construction vibration</i></p> <p>Construction activities require the use of vibration intensive equipment that may adversely impact the nearest sensitive receivers. Minimum working distances to sensitive receivers and for human response have been identified in Table 4-29 of Technical Paper 2: Noise and vibration for vibration intensive equipment. Where works occur within minimum safe working distances, reasonable and feasible mitigation would be considered in line with the Sydney Metro CNVS.</p> | | | | |
| Aboriginal heritage | <p>No known Aboriginal heritage items or areas of sensitivity are present within the area and there is low potential for any to be encountered considering the disturbed nature of the site.</p> <p>No impacts to Aboriginal heritage are anticipated. Any unexpected finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure and Exhumation Management Procedure</p> <p>No change from the approved project.</p> | No additional measures required. | Y | Y | |
| Non-Aboriginal heritage | <p>No known non-Aboriginal heritage items are present within the area and there is low potential for any archaeological relics to be encountered considering the disturbed nature of the site.</p> <p>No impacts to non-Aboriginal heritage are anticipated. Any unexpected finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure and Exhumation Management Procedure.</p> <p>No change from the approved project.</p> | No additional measures required. | Y | Y | |

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------|----------|----------|
| | | | | Y/N | Comments |
| Community and stakeholder | <p>Temporary construction noise, vibration, dust, and traffic may contribute to reduced local amenity for sensitive receivers. These impacts are addressed in other sections of this table.</p> <p>There are benefits to the community through changed road and traffic conditions including new pedestrian crossings and provision of adequate bus stops to maintain current services. It is anticipated that some customers requiring access to the new bus stops would need to walk longer distances to these stops however, the increase in walking distances is minimal.</p> <p>Nearby residents and businesses would be informed about the nature and timing of the work and provided with project contact details prior to works commencing in accordance with the projects Overarching Community Communications Strategy (OCCS) and contractor specific CCS.</p> <p>No change from the approved project.</p> | No additional measures required. | Y | Y | |
| Traffic | <p>Construction activities would result in temporary road network modifications, road closures and detours, and new bus facilities as well as potential impacts to pedestrian and cycling access.</p> <p>Re-routing of traffic during road closures may cause temporary disruption to community members, particularly those that live adjacent to the works. However, access to properties would be maintained at all times.</p> <p>Temporary loss of parking on Phillip and Lethbridge Street was assessed in the SMWSA EIS and the works would not result in any additional temporary parking loss during construction.</p> | No additional measures required | Y | Y | |

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------|----------|----------|
| | | | | Y/N | Comments |
| Waste | The proposed works would cause a minor increase in the volume of waste generated. It is expected that this minor increase in waste can be managed appropriately by the existing conditions of approval, performance outcomes, and REMMs. No change from the approved project. | No additional measures required. | Y | Y | |
| Social | No change from the approved project. | No additional measures required. | Y | Y | |
| Economic | No change from the approved project. | No additional measures required. | Y | Y | |
| Visual | Similar to the Approved Project, there would be minor visual impacts associated with construction works, disturbed areas, fencing, plant and equipment and temporary safety measures such as road covers. These impacts would be temporary and disturbed areas would be stabilised and turfed (where relevant) at the end of construction works. Night works may result in light spill on neighbouring properties, but construction lighting would be designed and located to minimise light spill outside the construction site. It is expected that visual impacts can be managed appropriately by the existing conditions of approval and REMMs. No change from the approved project. | No additional measures required. | Y | Y | |
| Urban design | No change from the approved project. | No additional measures required. | Y | Y | |
| Geotechnical | No change from the approved project. | No additional measures required. | Y | Y | |

| 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 |
| Land use | There would be no change to land use. | No additional measures required. | Y | Y | |
| Climate Change | No change from the approved project. | No additional measures required. | Y | Y | |
| Risk | No change from the approved project. | No additional measures required. | Y | Y | |
| Other | No change from the approved project. | No additional measures required. | Y | Y | |
| Management and mitigation measures | The relevant project CoA, performance outcomes (PO), and REMMs are appropriate to manage the potential impacts associated with these works. No changes or additions to these CoA, POs and REMMs are required. | No additional measures required. | 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 approved project. | No additional measures required. | Y | Y | |
| Water | No change from the approved project. | No additional measures required. | Y | Y | |
| Air quality | No change from the approved project. | No additional measures required. | Y | Y | |
| Noise vibration | Permanent works including the raised pedestrian crossings and intersection upgrade works are not anticipated to increase the level of traffic or decrease the distance between the road network and receivers. Operational road traffic noise levels are not anticipated to exceed relevant Road Noise Policy noise criteria as a result of the works. | No additional measures required. | 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 | |
| Community and stakeholder | Operation of the proposed works would have positive community impacts by creating safe crossings for pedestrians. Operational traffic and transport impacts are discussed below. | No additional measures required. | Y | Y | |

| Aspect | Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------|----------|----------|
| | | | | Y/N | Comments |
| Traffic | <p>Inclusion of permanent raised pedestrian crossings and intersection upgrade works would require the permanent removal of four untimed on-street car parking spaces. However, the works would result in improved safety of the Phillip and Lethbridge Street intersection.</p> <p>The works would also include permanent removal of pedestrian access along Gidley Street. Other pedestrian routes with similar travel times are available including routes along East Lane and Queen Street.</p> | No additional measures required. | Y | Y | |
| Waste | No change from the approved project. | No additional measures required. | Y | Y | |
| Social | No change from the approved project. | No additional measures required. | Y | Y | |
| Economic | No change from the approved project. | No additional measures required. | Y | Y | |
| Visual | <p>The proposed works would include the introduction of new road elements such as new pedestrian crossings and changes to the Phillip Street and Lethbridge Street intersection. These elements are considered consistent with the existing road environment.</p> <p>Operation would also include additional lighting of the pedestrian crossings these would be designed to minimise light spill.</p> <p>No change from the approved project.</p> | No additional measures required. | Y | Y | |
| Urban design | No change from the approved project. | No additional measures required. | Y | Y | |
| Geotechnical | No change from the approved project. | No additional measures required. | Y | Y | |

| 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 |
| Land use | No change from the approved project. | No additional measures required. | Y | Y | |
| Climate Change | No change from the approved project. | No additional measures required. | Y | Y | |
| Risk | No change from the approved project. | No additional measures required. | Y | Y | |
| Other | No change from the approved project. | No additional measures required. | Y | Y | |
| Management and mitigation measures | The relevant project CoA, POs, and REMMs are appropriate to manage the potential impacts associated with these works. No changes or additions to these CoA, POs and REMMs are required. | No additional measures required. | Y | 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>The proposed works would not transform the existing Approved Project. The Approved Project would continue to provide a new metro rail line between St Marys and Aerotropolis Core (the area known as Bradfield).</p> <p>The Approved Project included transport network adjustments to facilitate bus routes and construction vehicle movements.</p> |
| <p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p> | <p>The proposed works would be consistent with the objectives and functions of the Approved Project as it would allow safe vehicle and pedestrian movements in the area and maintain the capacity of the existing bus interchange which is required to be moved to facilitate construction of the Approved Project.</p> |
| <p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p> | <p>The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project.</p> <p>One of the performance outcomes for the Approved Project is: <i>'safe and efficient routes are provided for pedestrians, cyclists and road users at/near construction sites'</i>.</p> |
| <p>Are there any new environmental impacts as a result of the proposed works/modifications?</p> | <p>There would be impacts along Phillip and Lethbridge Street however these impacts are consistent with those assessed as part of the Approved Project and all impacts can be adequately addressed through the application of the relevant project CoA, POs, procedures, and REMMs.</p> <p>There would be no new impacts as a result of the proposed works.</p> |
| <p>Is the project as modified consistent with the conditions of approval?</p> | <p>The proposed works would be consistent with the CoA and does not require additional conditions or any existing conditions to be changed.</p> |
| <p>Are the impacts of the proposed activity/works known and understood?</p> | <p>The impacts of the proposed works are known and understood.</p> |
| <p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p> | <p>The impacts of the proposed works would be managed so as to avoid an adverse impact by implementing the project CoA, POs, procedures, and REMMs.</p> |

13. Other Environmental Approvals

Identify all other approvals required for the project:

OOHW application

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: | Cathy Lestrangle | Signature: |  |
| Title: | Manager Planning Approvals | | |
| Company: | Sydney Metro | Date: | 14/10/2021 |

This section is for Sydney Metro only.

Application supported and submitted by

| | | | |
|------------|-------------------------------------------------------------------------------------|-----------|------------|
| Name: | Yvette Buchli | Date: | 14/10/2021 |
| Title: | Associate Director, Planning Approvals | Comments: | |
| Signature: |  | | |



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

- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

| Endorsed by | | | |
|-------------|--------------------------------------|-----------|------------|
| Name: | Hugh Chapman | Date: | 27/10/2021 |
| Title: | Director ESP, Western Sydney Airport | Comments: | |
| Signature: | | | |

Appendix A

Site Location



Figure 1 – Site of the proposed works, the project boundary is marked with a red dashed line (Source: SixMaps, 2020)