



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	Change in location of Airport Portal Dive Site
Prepared by:	[REDACTED]
Prepared for:	Sydney Metro, SBT and SSTOM contractors, Western Sydney Airport (WSA)
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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 Infrastructure approval – does not apply to this assessment as the proposed works will be undertaken on-airport which is Commonwealth land

Sydney Metro Western Sydney Airport (SMWSA) EPBC Act Final Environmental Impact Assessment (EIA) of the off-airport proposed action (EPBC 2020/8687) (off-airport EIA) - does not apply to this assessment as the proposal will be undertaken outside of the area between St Marys to Elizabeth Drive.

Sydney Metro Western Sydney Airport (SMWSA) EPBC Act Final Environmental Impact Assessment (EIA) of the on-airport proposed action (EPBC 2019/8541) (On-airport Final EIA) – applies to this assessment as the proposed works would be constructed and operated on Commonwealth land within the boundary of the Western Sydney Airport site.

Western Sydney Airport: Airport Plan (as varied September 2021) – applies to this assessment as the proposed works will be undertaken within the boundary of the Western Sydney Airport site.

Date of determination:

SSI_10051 Infrastructure approval dated 23 July 2021 – does not apply to this assessment

EPBC 2020/8687 approval dated 3 June 2021 – does not apply to this assessment

Western Sydney Airport – Airport Plan was varied 15 September 2021 (which was informed by advice from the Commonwealth Minister for Environment after review and assessment of EPBC 2019/8541) – applies to this assessment

Type of planning approval:

SSI_10051: Critical State Significant Infrastructure (SSI_10051) under *Environmental Planning and Assessment Act 1979* (NSW) – does not apply to this assessment

EPBC 2020/8687: construct and operate a rail link from St Marys to Elizabeth Drive as a controlled action under *Environment Protection and Biodiversity Conservation Act 1999* (Cth) – does not apply to this assessment

EPBC 2019/8541: construct and operate a rail link within the boundary of Western Sydney Airport site as a controlled action under *Environment Protection and Biodiversity Conservation Act 1999* (Cth)

Western Sydney Airport: Airport Plan (as varied September 2021): Variation to the Airport Plan under the *Airports Act 1996* (Cth)

Description of existing approved project you are assessing for consistency:

The construction and operation of the Airport Portal Dive site (APDS) has been assessed within the On-airport Final EIA. The On-airport Final EIA was used to inform the variation to the Western Sydney Airport: Airport Plan, which authorises the construction and operation of the on-airport components of the project. This assessment has been prepared to assess a proposed change to the location of the APDS identified as part of design development and review this change against the On-airport Final EIA and Section 3.10 of the Airport Plan.

On-airport Final EIA

Construction

The Western Sydney International tunnel portal construction site is located within the Western Sydney International Stage 1 Construction Impact Zone, southwest of the Airport Business Park construction site. Key construction works would include:

- construction of the rail alignment including earthworks for the transition of the rail alignment from in-cutting to in-tunnel
- tunnel boring machine (TBM) launch
- TBM support including spoil handling
- construction of the tunnel portal
- finishing works.

As discussed in Section 4.2.4 of the On-airport Final EIA, a tunnel portal would be constructed about 400 metres southwest of Airport Business Park Station (the northern extent of the Western Sydney International to Bringelly tunnel). A dive structure would be constructed at the tunnel portal to transition the rail track from surface to in-tunnel through the portal.

Construction of the dive structure would generally involve:

- piling along the edge of the dive structure to form the walls
- excavating below proposed track level
- placing of precast and cast in-situ concrete for the cut-and-cover section.

Operation

As discussed in Section 4.1 of the On-airport Final EIA, key operational features of the proposed action would include:

- around 3.3 kilometres of twin rail tunnels (including tunnel portal with in-cutting)
- all operational systems and infrastructure such as tunnel ventilation systems, crossovers, signalling, communications, overhead wiring, power supply, lighting, fencing, security and access tracks/paths
- environmental protection measures including on-site water detention, water quality treatment basins and other drainage works

The On-airport Final EIA also notes that some design elements would continue to be refined as part of the project design development process. This refinement would be subject to ongoing consultation with Western Sydney Airport (WSA).

The tunnel portals and services building are described in Section 4.1.2 of the On-airport Final EIA. The Western Sydney International tunnel portal would be located around 400 metres southwest of Airport Business Park Station as part of the Western Sydney International to Bringelly tunnel. The tunnel portal would be designed to be protected from the probable maximum flood level to avoid floodwater flowing into the tunnels. A tunnel services building, including ventilation facility, to support operations would also be provided at the tunnel portal.

Airport Plan

Summary of Rail Development

The Rail Development will include all of the developments necessary to establish the first operating rail service through the airport site.

The developments that form part of the Rail Development will include:

- track and corridor alignment

- tunnels and underground track features (including tunnel portal)
- ancillary operational infrastructure
- other building activities.

Track and Corridor Alignment

The permanent rail infrastructure will be constructed within a dedicated and restricted access Rail Corridor. The alignment of the track that will be constructed includes:

- a track designed with a fit-for-purpose horizontal and vertical alignment that consists of a combination of:
 - approximately 3.3 kilometres of twin rail tunnels (including the tunnel portal)
 - approximately two kilometres of surface alignment
- twin standard gauge tracks to allow two-way rail movements.

The alignment will be designed to meet the functional requirements of the Sydney Metro system including the need to:

- have a maximum vertical gradient of 4.5 per cent
- locate station platforms along a straight and level section of track
- provide appropriate curvature to accommodate proposed train operating speeds.

Tunnel Portal

Tunnel portals are the transition points for the rail track from below ground to surface. One tunnel portal will be constructed on the Airport Site and will be approximately 250 metres in length, with the portal structure beginning approximately 400 metres south-west of the Airport business park station.

Tunnel ventilation system

A tunnel ventilation system will be constructed at the tunnel portal and Airport terminal station to allow for a range of ventilation requirements including station ventilation and ventilation for fire and life safety and operational scenarios.

Track drainage management

Drainage infrastructure constructed will consist of trunk stormwater drainage, track drainage, on-site detention and various discharge points.

Within the tunnels, drainage depressions would be incorporated into the concrete slabs that form the base for the rail track. The tunnel portal would be designed to be above the Probable Maximum Flood level.

Airport development overview

The *Airports Act 1996* contains a land use, planning and building control framework for airports covered by the Act. Section 2.1.2 of the Airport Plan (as varied September 2021) states that whilst the location of the runway is fixed, other elements, such as the location and shape of the terminal and cargo areas, may change provided they comply with the Land Use Plan. Section 2.4 of the Airport Plan sets out the Land Use Plan and also states that developments on the Airport Site will be permitted only where they meet the planning objectives and permitted uses for each land use zone. Figure 16 of the Airport Plan shows the Land Use Plan that applies from the grant of an Airport Lease until approval of the first master plan.

The relocation of the Airport Portal Dive site would remain within the following land use zones: AD2 (terminal and support services); and BD1 (business development). Passenger transport facilities are a permissible use in both land use zones under the Airport Plan. The SMWSA project would comply with the objectives of AD2 as it would facilitate easy access to Western Sydney International (WSI) for international, domestic and regional travellers or airport employees. The project would also comply with the objectives of BD1 as it would support the functioning of the WSI and encourage public transport use.

Western Sydney Airport have advised Sydney Metro that changes to the location and design of these other elements is managed through updates to the Final Airport Site Layout (FASL) which is then submitted to the Commonwealth for approval throughout design and construction.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, CoA):

- Sydney Metro – Western Sydney Airport EPBC Act Final Environmental Impact Assessment of on-airport proposed action (EPBC 2019/8541), including accompanying technical papers (March 2021)
- Western Sydney Airport: Airport Plan (as varied September 2021)

The On-airport Final EIA is available on the Sydney Metro website: <https://www.sydneymetro.info/sites/default/files/2021-11/EPBC-Act-Final-On-airport-EIA-Main-Report.pdf>

The Airport Plan is available on the WSA website: <https://www.westernsydneyairport.gov.au/about/airport-plan>

The proposed works identified in this assessment would be undertaken in accordance with the performance outcomes and mitigation measures identified in the On-airport Final EIA, and the conditions of approval in the Airport Plan (as varied September 2021).

2. Description of proposed development/activity/works

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

Description of proposed works (change in location of Airport Portal Dive Site and services building)

The southern headwall of the APDS is proposed to move approximately 200 metres to the north-east within the approved alignment of the rail corridor. The revised location is shown in Figure 3 of Appendix A. The change would result in an approximate 270 metre reduction in length in the open cut alignment and an approximate 200 metre increase in the length of the bored southern tunnel.

The rail alignment will transition underground, from surface, into twin rail tunnels around 200 metres south-west of the Airport business park station at the tunnel portal. The length of the twin rail tunnels on the Airport Site will be approximately 3.5 kilometres and the length of surface alignment will be approximately 1.8 kilometres. The portal dive structure which includes the transition from open cut to tunnel and the service building will be approximately 300 metres in length.

The services building on top of the APDS would also be relocated approximately 200 metres north-east, allowing the return of unused land to WSA. The services building provided at the tunnel portal will increase in length to about 130 metres at ground level. The proposed tunnel portal at its new location is shallower so the length of the building would increase to accommodate the required functional rooms. Due to the increase in building footprint, inclusion of photovoltaic (PV) solar panels on the building roof is being considered.

The assessment of the proposed works assumes that:

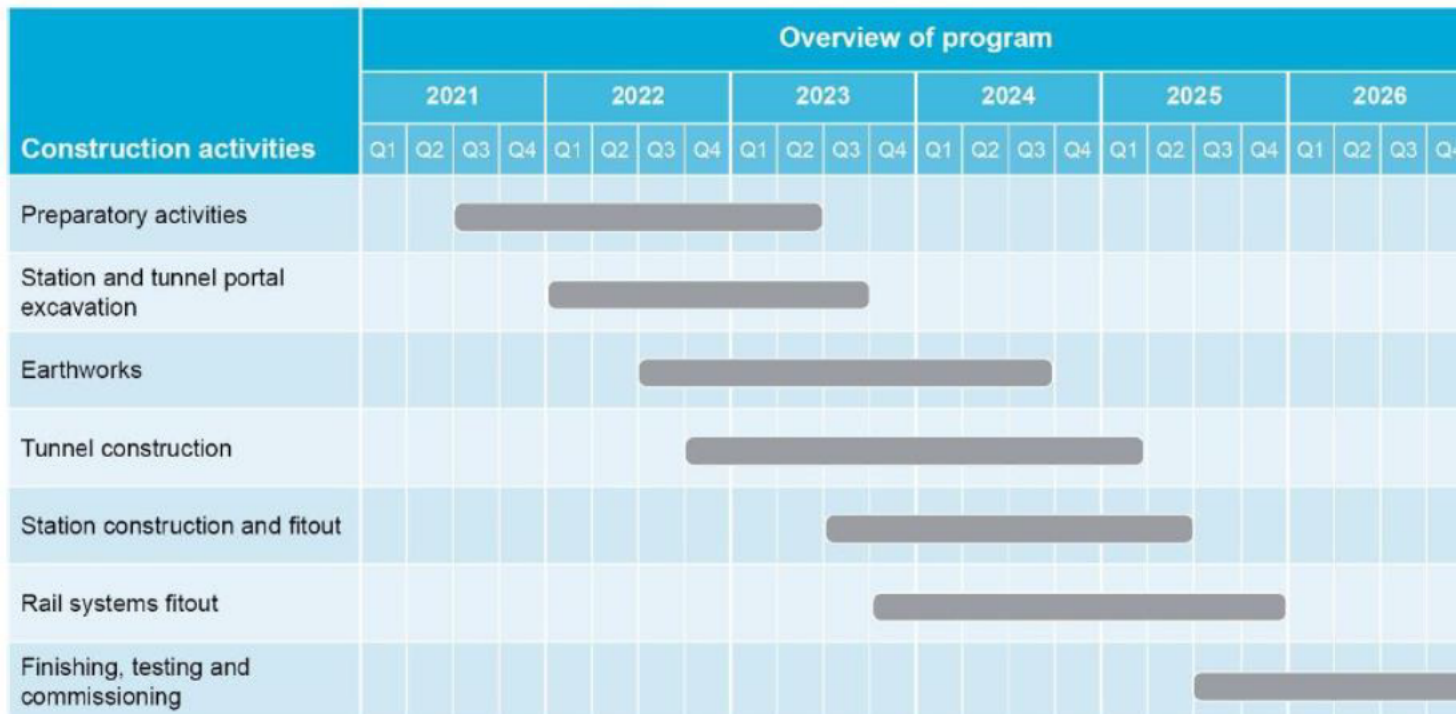
- The proposed works do not require any changes to the construction method or operation of the portal dive site or services building as identified within the On-airport Final EIA
- The revised APDS will still be constructed within the construction footprint as shown in the On-airport Final EIA and approved Construction (Rail) Plan
- The rail alignment is unchanged
- The height of the services building above ground level is unchanged
- The proposed works would not alter the equipment and plant provided within the services building.

The On-airport Final EIA also notes that some design elements would continue to be refined as part of the project design development process subject to ongoing consultation with WSA. The proposed works described in this assessment have been subject to consultation with WSA. On 21 March 2022 WSA has advised that it was supportive of the proposed works and further discussions on 1 April 2022 identified that an update to the Final Airport Site Layout (FASL) and associated documents would be required. The FASL is the proposed first stage of airport development, consistent with the Land Use Plan, that gets updated as the design progresses and is subject to approval by the Commonwealth. The FASL would be updated by WSA, using information provided by Sydney Metro.

3. Timeframe

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

There are no proposed changes to the indicative main construction program as outlined in the On-airport Final EIA.



Extract from Figure 4-15 of the On-airport Final EIA showing the indicative main construction program for the 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. Details of land owner.

The proposed works would continue to be located within the boundary of the Western Sydney Airport site (Lot 100 DP1263171) on land owned by the Commonwealth and currently leased to Western Sydney Airport. The location of the proposed works is shown in Appendix A and is within land leased by Sydney Metro from Western Sydney Airport. Figure 1 shows the approved construction site, Figure 2 shows the approved location of the APDS and rail alignment and Figure 3 shows the proposed change in location.

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 APDS is within Western Sydney International Construction Impact Zone (CIZ) Stage 1. Western Sydney International is located within the suburbs of Badgerys Creek and Bringelly. The land in and around Badgerys Creek and Bringelly is primarily rural residential with large lots, and some agricultural and rural industries, including construction-related businesses. North of Elizabeth Drive there are educational facilities and a landfill depot. Under new zoning the land immediately surrounding comprises of the following land use zones: environment and recreation; enterprise; agribusiness; and infrastructure – airport. Residential receivers located near Western Sydney International are located adjacent to the airport site north of Elizabeth Drive, to the east and south east of Badgerys Creek, to the west along Adams Road, and to the south on The Northern Road.

Construction of Stage 1 of Western Sydney International has commenced and significant earthworks have been undertaken to prepare the site for the airport development. These earthworks have removed the historical land uses within the site and transformed much of the landscape into a construction site. Areas of vegetation within the Western Sydney International site have been removed as a result of the bulk earthworks associated with Stage 1 of the airport.

The site contains drainage lines and small tributaries from Badgerys Creek. There are several large farm dams near the proposed works area.

The airport site and immediate surrounds have Aboriginal heritage significance including a number of recorded Aboriginal heritage sites as discussed in Section 6.7 of the On-airport Final EIA. The On-airport Final EIA did not identify any known Aboriginal Heritage Information Management System (AHIMS) sites in close proximity to the APDS.

All areas of non-Aboriginal heritage have been cleared as part of preparatory works for Western Sydney International Stage 1.

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 have been developed as part of the design refinement process which seeks to improve the preliminary design and minimise impacts from the project. The works would provide improved environmental outcomes by decreasing the volume of excavation by an estimated 63,000 cubic metres (m³), reducing tension piles, retaining walls, rock anchors and in turn decreasing the use of non-renewable resources such as steel and other materials such as concrete.

Moving the APDS closer to Airport Business Park Station and increasing the length of the underground alignment returns residual land (estimated to be 6,000 square metres) to WSA for future development. It also moves the facility further away from known operational receivers including the Air Traffic Control Tower and the Airport Terminal.

The alternative to the proposed works is to leave the APDS and services building in their original location which would not provide the improved environmental and land use outcomes described above.

7. Environmental Benefit

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

The proposed works would reduce the volume of excavation (approximately 63 000m³) and use of materials (such as concrete and steel).

8. Control Measures

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

Contactors specific Construction Environmental Management Plans (CEMPs) would be completed for the Station Box and Tunnelling (SBT) works and would be consistent with the On-airport Construction Environmental Management Plans prepared by Sydney Metro and approved by Department of Infrastructure, Transport, Regional Development and Communications. The works would be undertaken in accordance with relevant project environmental performance outcomes and mitigation measures (Chapter 11 of the On-airport Final EIA), as well as relevant rail conditions within the Airport Plan.

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 proposed works would not require any changes to the climate change risks and risk treatments identified in Table 7-49 of the On-airport Final EIA.

The proposed works would reduce the use of materials (such as concrete and steel).

10. Impact Assessment – Construction

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

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	The development of Western Sydney Airport Stage 1 would remove all vegetation within Western Sydney International Stage 1 Construction Impact Zone. No change from the approved project.	No additional measures required.	Y	Y	
Water	<p>Flooding The APDS is located outside flood prone land. No change from the approved project.</p> <p>Groundwater Groundwater inflow may occur during construction in the short period between excavation at the tunnel face and installation of the tunnel lining. The proposed works would result in a minor positive change to the groundwater impacts assessed for the approved project as there is less dive structure to excavate in a temporary drained state.</p> <p>Water quality Similar to the Approved Project, the proposed works have the potential to impact water quality through earthworks, stockpiling and spoil handling and operational of construction plant, equipment and vehicles. There is no change proposed to the construction activities to be undertaken at this site and hence no additional sources of pollutants to impact water quality by comparison to the impacts that were assessed in the On-airport Final EIA. 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
Air quality	<p>Similar to the approved project there would be substantial earthworks and construction activities carried out for the proposed works that would create dust. There would also be emissions from the combustion of fuel by heavy vehicles, mobile construction equipment and stationary equipment such as diesel generators</p> <p>An increase in tunnel length and a reduction in the open cut alignment would reduce excavation and consequently the level of dust generated by construction of the APDS. The proposed works are expected to reduce the volume of excavation by an estimated 63,000m³.</p> <p>The proposed works would result in a minor positive change to the impacts assessed for the approved project.</p>	No additional measures required.	Y	Y	
Noise and vibration	<p>Airborne noise</p> <p>The nearest receivers to the proposed works are the Western Sydney Airport site offices located approximately 1 kilometre north of the works and residential receivers approximately 2.2 kilometres east of the works. The proposal would move approximately 200 metres closer to these receivers compared to the original APDS location.</p> <p>The On-airport Final EIA identified that during standard hours, receivers around the airport were predicted to experience exceedances of NMLs during tunnelling and associated works as well as earthworks and excavation. During out-of-hours works, exceedances of NMLs and sleep disturbance and awakening screening levels were predicted to occur during tunnelling and associated works.</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
	<p>The proposal would not result in any material change to the potential construction noise impacts assessed in the On-airport Final EIA. These impacts would continue to be managed in accordance with the Construction Noise and Vibration Standard.</p> <p>Ground-borne noise and vibration</p> <p>The noise and vibration assessment undertaken as part of the On-airport Final EIA has shown that ground-borne noise from tunnelling (associated with the operation of TBMs, road headers and rock breakers) can meet the most stringent Interim Construction Noise Guideline (ICNG) residential night time targets at a separation distance of around 40 metres from the tunnel, and vibration targets can be achieved at a separation distance of around 30 metres from the tunnel. At surface level vibration targets can be met within 50 metres, to avoid cosmetic damage to residential building structures, and 100 metres to meet human comfort targets. There are no receivers within 500 metres from the new APDS and services building location.</p> <p>No change from the approved project.</p>				
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	Works on-airport would continue to be managed in consultation with WSA. No change from the approved project.	No additional measures required.	Y	Y	
Traffic	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
Waste	An increase in tunnel length and a reduction in the open cut alignment would reduce excavation and consequently the amount of spoil generated by construction of the APDS. The proposed works would result in a minor positive change to the impacts assessed for 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	Stage 1 of Western Sydney International is currently under construction, which is changing the landscape character and the potential visual catchment of the proposed works. Whilst the construction site for the APDS will move further north towards Airport Business Park Station it would still be contained within the SMWSA construction footprint as well as within the Stage 1 CIZ for Western Sydney International Airport. 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	
Land use	The new APDS and services building location is within the approved rail alignment and the approved construction boundary. 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
Climate Change	The proposed works would decrease the amount of spoil generated (estimated 63,000m ³), reduce the use of materials (such as concrete and steel). The proposed works would result in a minor positive change to the impacts assessed for the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	Y	Y	
Other (Contamination)	Preliminary site investigations identified extensive waste dumping and stockpiling as the main source of potential contamination. Potential sources of contaminants mainly relate to past use of fuels, oils, hazardous building materials, pesticides and waste burial and dumping. The main contaminants of concern related to these activities are heavy metals, TRH, BTEX, PAHs, PCBs, OCPs and asbestos. Remediation within the Western Sydney International Stage 1 Construction Impact Zone is anticipated to be complete prior to the proposed works commencing. However, given that the proposed action would involve construction activities and construction depths that may vary from those associated with Western Sydney International, Sydney Metro would develop and implement a project-specific Remediation Action Plan and an unexpected finds procedure (contamination). 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
Management and mitigation measures	The relevant project rail conditions, performance outcomes (PO), and mitigation measures are appropriate to manage the potential impacts associated with these works. No changes or additions to these rail conditions, POs and mitigation measures 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	<p>Flooding and drainage Relocation of the APDS is assumed to have no impact to flooding as the APDS is not within flood prone land and an increase in tunnel infrastructure will reduce any changes in water flow at a surface level.</p> <p>As per the approved project, localised water would be managed through stormwater drainage infrastructure.</p> <p>Groundwater All tunnels and associated structures and stations are designed as undrained (tanked). Groundwater inflow to these structures would be prevented due to waterproofing. These undrained structures would present a barrier to the natural groundwater flow. No change from the approved project.</p> <p>Water quality No change from the approved project.</p>	No additional measures required.	Y	Y	
Air quality	No change from the approved project	No additional measures required.	Y	Y	
Noise and vibration	<p>Airborne noise The nearest residential receiver is approximately 2.2 kilometres away from the relocated Airport Portal Dive Site.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>The APDS may move closer to some existing sensitive receivers but has a much lower predicted noise level compared to other operational components (such as Airport Business Park Station and the surface rail alignment) which are closer to receivers but have not exceeded the relevant trigger levels as predicted in the On-airport Final EIA.</p> <p>The On-airport Final EIA predicted that rail noise would not impact future commercial receivers located between 50 and 75 metres of the eastern side of the alignment within Western Sydney International. A change in location of the APDS within the approved rail alignment would not alter this prediction.</p> <p>The change in location of the APDS would increase the distance from airport facilities such as the Air Traffic Control Tower and the Airport Terminal resulting in a negligible change to airborne noise at these facilities. Further to this, commercial buildings constructed within close proximity to an airport would also likely be designed to mitigate aircraft noise, which would dominate the operational noise environment.</p> <p>No change from the approved project.</p> <p>Ground borne noise and vibration</p> <p>The change in location of the APDS would increase the distance from airport facilities such as the Air Traffic Control Tower and the Airport Terminal resulting in a negligible change to ground borne noise and vibration at these facilities.</p> <p>No change from the approved project.</p>				

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
Indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	The proposed works would reduce the footprint of aboveground rail infrastructure and return this land to WSA (estimated 6,000 square metres) for future development. Works on-airport would continue to be managed in consultation with WSA. No change from the approved project	No additional measures required.	Y	Y	
Traffic	No change from the approved project.	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	The services building would be relocated approximately 200 metres north-east along the rail alignment and would increase approximately 50 metres in length compared to base case. The proposed services building height would be maintained at about 10 metres. This is lower than other nearby buildings such as the Airport Business Park southern services building and would not dominate the landscape. During daytime operation, there would be a minor adverse visual impact associated with an increase	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>in above ground footprint of the services building. Impacts would be minor due to the compatibility of the proposed action with the character of views expected within the future Western Sydney International and limited visibility from residential receivers in surrounding areas and from the Airport Terminal. Current design is a tapered building with a curved façade which narrows towards the south-west, thereby reducing the visual impact of the building on airport receivers.</p> <p>During operation at night, there would be a negligible visual impact as lighting from the services building would be consistent in character with the setting of the future airport.</p> <p>Lighting would be designed and operated in accordance with <i>AS4282- 2019 Control of the obtrusive effects of outdoor lighting</i> and the <i>National Airports Safeguarding Framework (Guideline E): Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports</i> (Australian Government, 2014) (where relevant)</p> <p>No change from the approved project.</p>				
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	<p>The relocation of the Airport Portal Dive site would remain within the following land use zones AD2 (terminal and support services) and BD1 (business development). Passenger transport facilities are a permissible use in both land use zones under the Airport Plan.</p> <p>The APDS and services building would be relocated further north within the rail alignment closer to Airport Business Park. The proposed works would reduce the footprint of aboveground rail infrastructure and return this land to WSA Co (estimated 6,000 square metres).</p> <p>The project would result in a minor positive change to the impacts assessed for the approved project.</p>	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	N/A	N/A	Y	Y	
Management and mitigation measures	The relevant project rail conditions, POs, and mitigation measures are appropriate to manage the potential impacts associated with these works. No changes or additions to these rail conditions, POs and mitigation measures 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 and associated facilities within the boundary of the Western Sydney Airport site. Elements of the project have been relocated within the approved rail alignment and within the Western Sydney International Stage 1 Construction Impact Zone as part of the design development process.</p> <p>The proposed works do not affect the ability to deliver the 'rail development' as described in Section 3.10 of the Airport Plan.</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. Part 3.10 of the Airport Plan authorises Rail development works.</p> <p>Section 1.5 of the on-airport Final EIA states the project is needed to provide rail access to Western Sydney International and the Aerotropolis. It is also required to open access to jobs and increase potential for jobs growth in the Western Economic Corridor (including the Aerotropolis and Western Sydney International) and in the Greater Penrith to Eastern Creek Growth Investigation Area.</p> <p>The proposed works are part of rail development that would provide access to Western Sydney International and the Aerotropolis.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>The proposed works identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project. Section 3.10 of the Airport Plan details the rail elements required which includes tunnels, the tunnel portal, and ancillary operational infrastructure.</p> <p>The proposed works are located within the approved rail alignment as shown in Figure 18 of the Airport Plan.</p> <p>Section 2.4.2 of the Airport Plan details the objectives and permissible uses of each land zone on airport. The proposed works are within land use zone AD2 (terminal and support services) and BD1 (business development) and are consistent with the objectives and permissible uses within these land use zones.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>There would be no new environmental impacts as a result of the proposed works.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>The requirements of the Airport Plan conditions can still be satisfied and the proposed works do not require changes to existing conditions.</p> <p>Ongoing consultation with WSA has identified the requirement to provide information to be included within the next update to the FASL and associated documents.</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. The proposed methodologies for construction and operation of the APDS as assessed within the On-airport Final EIA would remain unchanged.</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 proposal would be managed so as to avoid an adverse impact by implementing the relevant Airport Plan conditions, project POs, procedures, and mitigation measures. Ongoing consultation with WSA has identified the requirement to provide information to be included within the next update to the FASL and associated documents.</p>

13. Other Environmental Approvals

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

To be completed by person preparing checklist.

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

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

Name:	[REDACTED]	Signature:	[REDACTED]
Title:	Manager Planning Approvals		
Company:	Sydney Metro	Date:	19/04/2022

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	[REDACTED]	Date:	26/04/2022
Title:	Associate Director, Planning Approvals	Comments:	
Signature:	[REDACTED]		

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:	██████████	Date:	26/04/2022
Title:	Director ESP, Western Sydney Airport	Comments:	
Signature:	██████████		

Appendix A – Figures

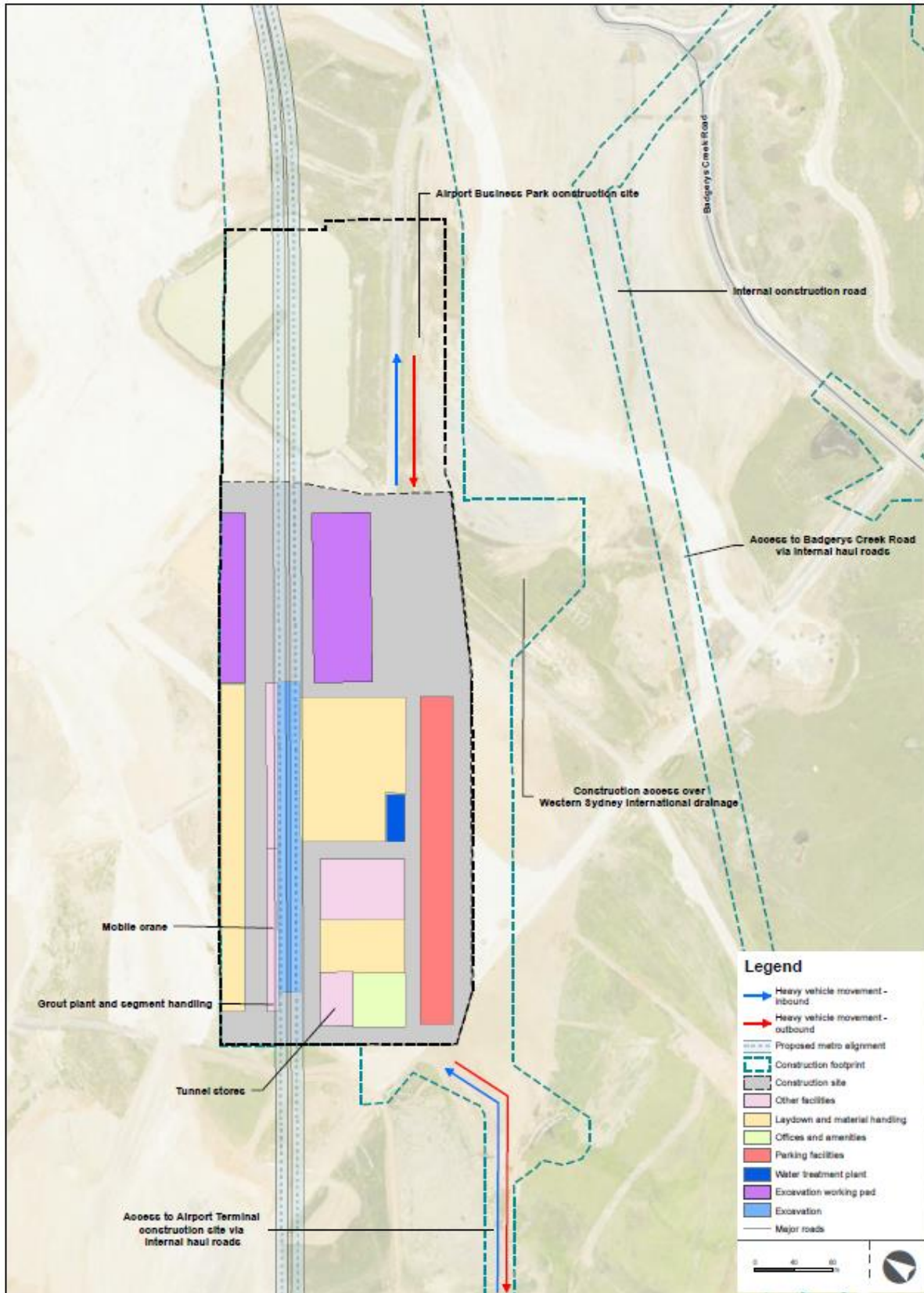


Figure 1: Western Sydney International tunnel portal indicative construction site layout – approved project (SMWSA On-airport Final EIA, 2021)

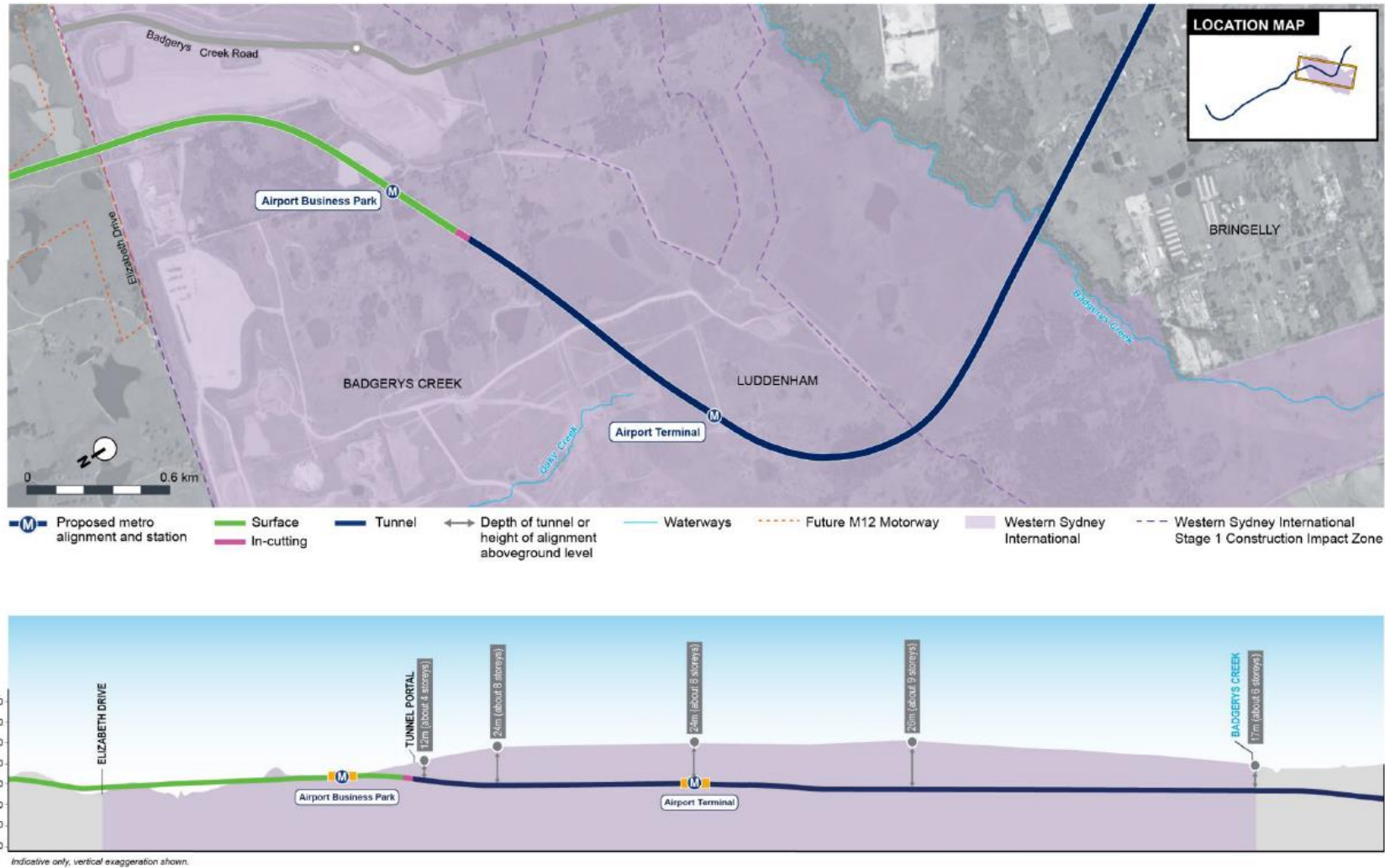


Figure 2: Approved Airport Portal Dive Site location and alignment shown in pink

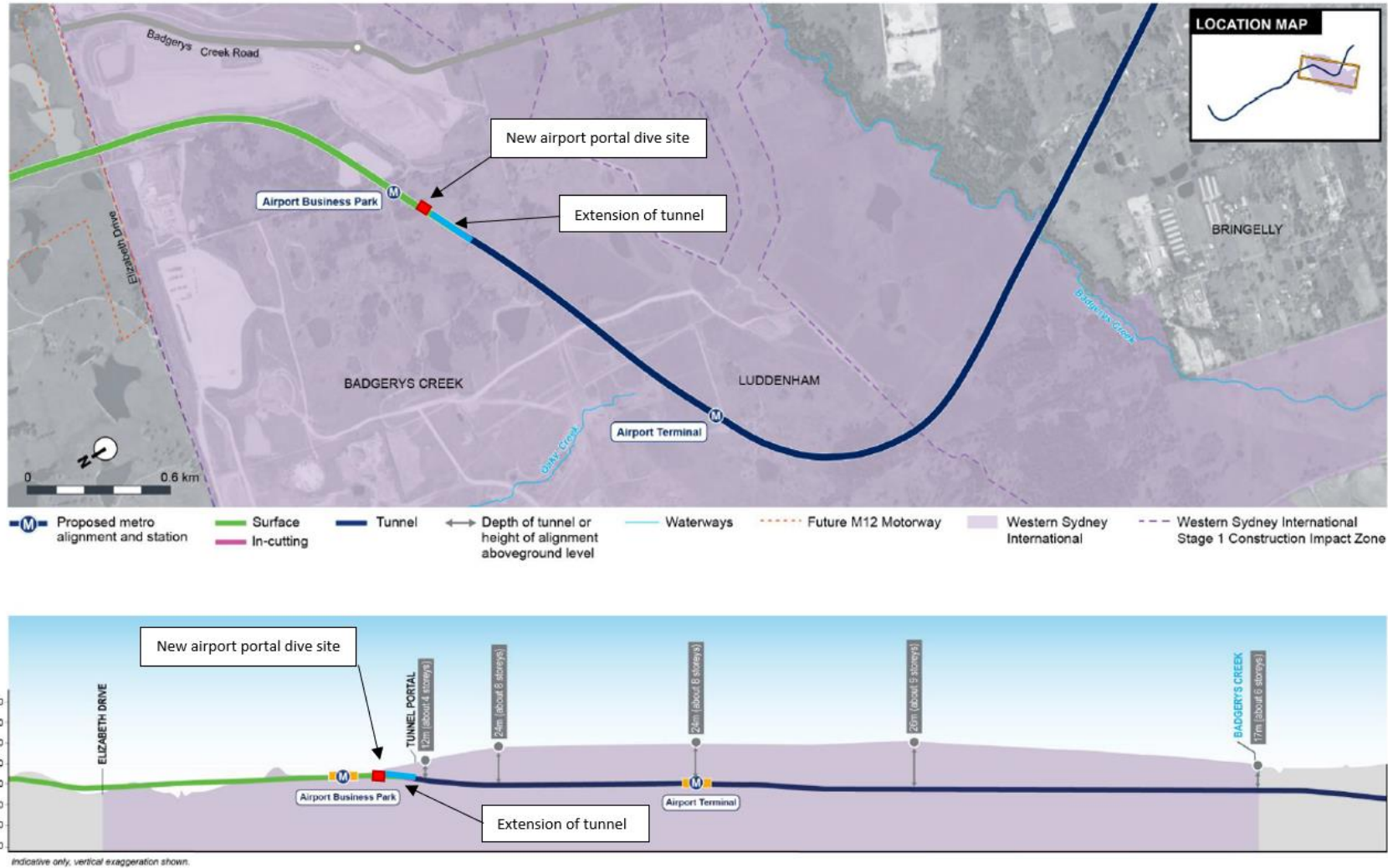


Figure 3: Revised operational Airport Portal Dive Site location and alignment.