



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

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Prepared by:	AFJV Environmental Advisor
Prepared for:	Sydney Metro
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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

1.0 Existing Approved Project

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

- CSSI 10038 Sydney Metro West Concept and Stage 1 (11 March 2021)
- Administrative Modification 1 (28 July 2021).

Date of determination:

11 March 2021

Type of planning approval:

CSSI, Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

Sydney Metro West (the Concept)

Sydney Metro West (the Concept) would involve the construction and operation of a metro rail line around 24 kilometres long between Westmead and Hunter Street in the Sydney CBD. The key components are expected to include (as described in Chapter 6 of the Environmental Impact Statement (EIS)):

- Construction and operation of new passenger rail infrastructure between Westmead and the central business district of Sydney, including:
 - Tunnels, stations (including surrounding areas) and associated rail facilities
 - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure (including stations and surrounding areas)
- Ancillary development.

Sydney Metro West - all major civil construction works between Westmead and The Bays (the approved project)

The Sydney Metro West Project Concept and all major civil construction works between Westmead and The Bays, including station excavation and tunnelling was determined on 11 March 2021. The scope of Stage 1 of the planning approval process for Sydney Metro West (the approved project) is described in Chapter 9 of the EIS, with the key features including:

- Tunnel excavation including tunnel support activities between Westmead and The Bays
- Station excavation for new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
- Shaft excavation for services facilities
- Civil work for the stabling and maintenance facility at Clyde.

To construct the above, the Sydney Metro West Stage 1 is divided into multiple packages, each with their own design and construction scope. The package relevant to this Consistency Assessment is the Central Tunnel Package (CTP) which has an overall design and construction timeframe of approximately three years, from July 2021 to Q4 2024.

Construction of North Strathfield metro station would require two sites, a northern construction site and a southern construction site:

- The North Strathfield metro station northern construction site would cover about 6,500 square metres between the existing North Strathfield Station and Queen Street, bounded by Pomeroy Street to the north and the pedestrian entrance to the existing North Strathfield Station to the south. The site predominately comprises vacant land within the T9 Northern Line rail corridor, the northbound lane of Queen Street, and gardens at the eastern pedestrian entry to North Strathfield Station. This construction site would include spoil storage and removal, water treatment and disposal and material storage
- The North Strathfield metro station southern construction site would cover about 1,000 square metres and occupy land between the existing North Strathfield Station and Queen Street, bounded by Shipley Avenue to the south and the pedestrian entrance to the existing North Strathfield Station to the north. The site is currently used as a private car park and facilities site for the existing North Strathfield Station and rail lines. This site would be used for site offices, worker amenities and parking only.

The construction site would be used to excavate North Strathfield metro station using a cut-and-cover technique. This would require the removal of about 110,000 cubic metres of spoil.

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

- Sydney Metro West Concept and Stage 1, Environment Impact Statement, April 2020

- Sydney Metro West Concept and Stage 1, Amendment Report, November 2020
- Sydney Metro West Concept and Stage 1, Submissions Report, November 2020
- Sydney Metro West Concept and Stage 1 - Assessment Report (SSI 10038), March 2021
- Sydney Metro West Concept and Stage 1, Conditions of Approval (CoA), released on 11 March 2021 and updated on 28 July 2021.

2.0 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.

The purpose of this Consistency Assessment is to assess adjustments to the boundary of the North Strathfield construction site to correct anomalies between the approved construction site boundary and the areas of land to be handed over from Sydney Metro to the AFJV for the purpose of construction.

Figure 1 shows the North Strathfield construction site boundary as presented in the EIS and that proposed in this consistency assessment.



The northern site comprises of about 886m² of additional land, whilst the southern site comprises about 1650m² of additional land. All areas would be used for the same main purposes as approved for the site in the EIS and there is no intention to use the land for purposes not outlined in the EIS. All of the land subject to this assessment is either leased or owned by Sydney Metro or subject to purchase or lease by Sydney Metro for the purpose of the Sydney Metro West project.

At the northern site the additional land comprises of Sydney Trains operational land and part of Queen Street (including the western footpath and part of the parking lane/roadway). At the southern site the majority of the additional land comprises of Sydney Trains operational land, as well as a section of open space adjacent to the footpath. This area contains heritage listed trees (refer to Section 5 and Section 10 for further detail). It is noted that these trees will **not** be removed for the purpose of the boundary adjustment although some trimming may be required. In the case of any impact to these trees, the tree clearing permit process as described in the CEMP will be implemented and a heritage assessment obtained if required.

3.0 Timeframe

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

This Consistency Assessment relates to a change in the North Strathfield construction site boundary. No change is proposed to the indicative construction program as outlined in Figure 9-31 of the Stage 1 EIS.

The change will take place immediately upon approval of this Consistency Assessment and will be in place generally until completion of the Project.

4.0 Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

The North Strathfield construction site northern section is located between the existing North Strathfield Station and Queen Street, bounded by Pomeroy Street to the north and the existing pedestrian entrance to North Strathfield Station to the south. The site predominately comprises vacant land within the T9 Northern Line rail corridor, the northbound lane of Queen Street, and gardens at the eastern pedestrian entry to North Strathfield Station. The North Strathfield construction site southern section occupies land between the existing North Strathfield Station and Queen Street, bounded by Shipley Avenue to the south and the existing pedestrian entrance to North Strathfield Station to the

north. Prior to the project the southern site was used as a private car park and as a facilities site for the existing North Strathfield Station and rail lines. The location of the North Strathfield construction site is shown in Figure 1.

5.0 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 North Strathfield construction site is located within the North Strathfield commercial area, being an existing built-up area of mixed land use including commercial and residential areas. The site has been heavily disturbed as part of previous development, and there is no naturally occurring native vegetation present within the construction footprint.

The nearest waterway is Powells Creek which is a concrete-lined disturbed waterway located approximately 360 metres to the west.

The additional land required for the southern section of the site is partially within the curtilage of a locally listed heritage item named 'Street trees (adjacent to North Strathfield Railway Station)', which is listed as item I397 on the Canada Bay Local Environmental Plan (LEP) 2013. Note, it is assumed spatial data for the location of the listing is slightly in error as it appears within the parking lane of Queen Street. For the purposes of this consistency assessment AFJV have assumed the listing refers to the adjacent trees that are within the proposed site boundary.

6.0 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 adjustments to the site boundary are required to correct anomalies between the approved construction site boundary and the area of land provided to AFJV by Sydney Metro for the purpose of construction of the Project. The adjustments would capture the areas required for the construction activities for Stage 1 of the project. The footprint and layout of the construction site at the North Strathfield construction site for subsequent planning approval stages may potentially result in further changes to the construction boundary at the site.

7.0 Environmental Benefit

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

It is not anticipated that the proposed change would result in an environmental benefit.

8.0 Control Measures

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

A project specific Construction Environmental Management Plan (CEMP) has been approved. The CEMP addressed the requirements of the CoA's, the EIS, the Sydney Metro Construction Environmental Management Framework, Construction Noise and Vibration Standard and Construction Traffic Management Framework as sets out the overall approach to environmental management on the project. The proposal would be managed in accordance with the CEMP.

9.0 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 effects of climate change on the Sydney Metro West Stage 1 project was discussed in the EIS Chapter 26. The proposed change is expected to result in a negligible change to that assessed in the EIS.

10.0 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>Biodiversity impacts were assessed in Chapter 22 of the Stage 1 EIS. It was identified that the site contains no naturally occurring native vegetation and plantings adjacent to Queen Street are a mix of species including some native species.</p> <p>The proposed additional construction site land is largely cleared and no threatened species were identified in these locations. The clearing of any planted native vegetation will be minimised in accordance with CoA D2. The heritage listed trees described in Section 2 and Section 5 would not be removed for the proposed works although some trimming may be required. It is not currently planned to situate any construction facilities in this area. In the case of any impact to these trees, the tree clearing permit process as described in the CEMP will be implemented and a heritage assessment obtained if required, as described in Section 2.</p>	No additional measures	Y	Y	
Water	No change from the Approved Project. The proposed additional construction site land will be managed in accordance with the CoA and Revised Environmental Management Measures (REMMs) relating to erosion and sediment controls.	No additional measures	Y	Y	
Air quality	The extent of air quality impacts as a result of the proposed change are expected to be similar to the	No additional measures	Y	Y	

(Uncontrolled when printed)

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>Approved Project, as there would be no intensification in the use of the site or levels of excavation (ie the station box excavation would remain the same size).</p> <p>The southern site would be located up to about 12m closer to receivers. However, this site is largely a support site for the northern site and air quality impacts from the southern site would be negligible. The northern site is located up to about four metres closer to receivers. However, the location of the key dust generating activities such as the station box excavation have not changed and changes to air quality impacts would likely be negligible as a result.</p> <p>Air quality impacts associated with the proposal will be managed in accordance with existing CoAs and REMMs, including the Construction Environmental Management Plan (CEMP).</p>				
Noise and vibration	<p>Construction noise and vibration was assessed in Chapter 11 of the Stage 1 EIS. The extent of noise and vibration impacts of the proposed change are expected to be similar to the Approved Project, as there is no proposed intensification of the use of site.</p> <p>As described above the southern site would be located up to about 12m closer to receivers, however this site is largely a support site for the northern site and comprises a parking area, sheds, laydown area and the like. Additionally, the area closest to receivers contains the heritage listed trees and is not intended to be used. Therefore, in the southern site changes to noise and vibration impacts would be minor. Whilst the</p>	No additional measures	Y	Y	

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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>northern site is up to about four metres closer to receivers, the activities to be carried out would be consistent with the EIS. Given the minor change in distance any changes to noise and vibration impacts would be minor.</p> <p>It should be noted that the construction footprint as assessed in the consistency assessment was assessed in the Detailed Noise and Vibration Impact Statement for the site (required by CoA D43).</p> <p>Potential noise and vibration impacts will be managed in accordance with the CoAs and REMMs, including the measures contained within the Construction Noise and Vibration Management Sub-Plan.</p>				
Aboriginal heritage	No change from the approved project.	No additional measures	Y	Y	
Historical heritage	As described in Section 5 and shown in Figure 1, item I397 listed in the Canada Bay LEP 2013 would be partially located within the southern site footprint. The EIS identified that this item would temporarily experience indirect impacts to views and vistas. AFJV do not intend to locate any infrastructure in this area (with the exception of placing supports on the ground for sheds/offices located on the adjacent asphalt) or to remove the trees. It may be determined that trimming of the trees is required. In the case of any impact to these trees, the tree clearing permit process as described in the CEMP will be implemented, a heritage assessment obtained if required and consultation with council undertaken if required.	No additional measures	Y	Y	

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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>Any trimming would be minimised to the greatest extent possible and it is anticipated that impacts to this item would be consistent with the EIS in that there would only be a temporary indirect impact to views and vistas. Should it be determined that there would be a greater impact, a further consistency assessment would be required.</p> <p>The EIS also identifies that the project would directly impact the North Strathfield Railway Station Group (Railcorp s170 item 4801029) via partial demolition and indirectly impact views and vistas of the item. The additional land does not encroach into any further areas of this item. It is therefore not expected that there would be any additional impacts beyond those identified in the EIS.</p>				
Community and stakeholder	No change from the approved project. Future community and stakeholder notifications would include reference to additional land subject to this consistency assessment.	No additional measures	Y	Y	
Traffic	The extent of the northern site encroaches further into Queen Street than identified in the EIS. Most of the encroachment is into the western parking lane of Queen Street (in the EIS the site boundary limit was the kerb). The EIS already identified that the parking lane and the pedestrian footpath on the western side of Queen Street between Pomeroy Street and Wellbank Street would be removed during construction. This would remain the case and there is therefore no change versus the EIS in respect of parking lane and footpath removal on Queen Street. There would therefore	No additional measures	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>be no additional parking or pedestrian impacts as a result of the proposed change.</p> <p>Queen Street is currently a two-lane, two-way street and would remain so despite the proposed change. There would therefore be no additional traffic impacts versus those identified in the EIS.</p>				
Waste	<p>The proposed change may involve minor additional excavations to make the additional land resulting from the boundary adjustment suitable for the construction activities.</p> <p>Spoil and waste will be managed in accordance with the CEMP. As such, the potential spoil and waste impacts would be consistent with the Approved Project.</p>	No additional measures	Y	Y	
Social	No change from the approved project.	No additional measures	Y	Y	
Economic	No change from the approved project.	No additional measures	Y	Y	
Visual	<p>The landscape character and visual amenity impacts were assessed in Chapter 15 of the Stage 1 EIS. The approved North Strathfield construction site was assessed as having a moderate adverse landscape character impact, and a minor or moderate adverse visual impact from four viewpoints.</p> <p>The proposal would not result in additional visual impacts as the extent of the boundary change is minor and there are no changes proposed to the types of activities occurring within the construction site. As such, landscape character and visual</p>	No additional measures	Y	Y	

(Uncontrolled when printed)

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
	impacts are considered to be consistent with that assessed in the Stage 1 EIS.				
Urban design	No change from the approved project.	No additional measures	Y	Y	
Geotechnical	No change from the approved project.	No additional measures	Y	Y	
Land use	No change from the approved project.	No additional measures	Y	Y	
Climate Change	No change from the approved project.	No additional measures	Y	Y	
Risk	Hazard impacts were assessed in Chapter 25 of the Stage 1 EIS. Potential hazards on the site include risks to people, property and the environment associated with transport and storage of explosives, and impacts on underground utilities. The proposal does not result in an increase in potential hazard impacts beyond what was assessed in the Stage 1 EIS, and any potential impacts will be managed in accordance with the relevant CEMP.	No additional measures	Y	Y	
Other	No change from the approved project.	No additional measures	Y	Y	
Management and mitigation measures	No change from the approved project.	No additional measures	Y	Y	

11.0 Impact Assessment – Operation

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

Stage 1 of the planning application for Sydney Metro West (subject of this Consistency Assessment) is for major civil construction work for Sydney Metro West between Westmead and The Bays. At this stage, measures to avoid or minimise impacts have been developed only for major civil construction work for Sydney Metro West between Westmead and The Bays – which involves construction only. Impacts applicable to the operational aspects of Sydney Metro West including operation stage environmental mitigation measures would be developed when planning approval applications are made for future stages. As such, operational impacts of the proposal are not applicable, and therefore there are no changes from the approved project are anticipated.

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	Y	Y	
Water	No change from the approved project.	No additional measures	Y	Y	
Air quality	No change from the approved project.	No additional measures	Y	Y	
Noise and vibration	No change from the approved project.	No additional measures	Y	Y	
Indigenous heritage	No change from the approved project.	No additional measures	Y	Y	
Non-indigenous heritage	No change from the approved project.	No additional measures	Y	Y	
Community and stakeholder	No change from the approved project.	No additional measures	Y	Y	
Traffic	No change from the approved project.	No additional measures	Y	Y	
Waste	No change from the approved project.	No additional measures	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
Social	No change from the approved project.	No additional measures	Y	Y	
Economic	No change from the approved project.	No additional measures	Y	Y	
Visual	No change from the approved project.	No additional measures	Y	Y	
Urban design	No change from the approved project.	No additional measures	Y	Y	
Geotechnical	No change from the approved project.	No additional measures	Y	Y	
Land use	No change from the approved project.	No additional measures	Y	Y	
Climate Change	No change from the approved project.	No additional measures	Y	Y	
Risk	No change from the approved project.	No additional measures	Y	Y	
Other	No change from the approved project.	No additional measures	Y	Y	
Management and mitigation measures	No change from the approved project.	No additional measures	Y	Y	

12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed change would not transform the project. The project would continue to provide a metro rail line between Westmead and The Bays as part of the Approved Project.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed change would be consistent with the objectives and functions of the Approved Project as a whole.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The revised North Strathfield construction site footprint would still deliver a construction site for the excavation of the North Strathfield Station. Therefore, the project as modified is consistent with the objectives and functions of the North Strathfield construction site and the Approved project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No. There are no new environmental impacts. All risks identified for the approved project and the proposed change would be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report, Amendment Report and the conditions of approval.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed change is consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed change are 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>Yes. The impacts of the proposal are understood and will be accounted for by implementing the existing mitigation measures provided in the Environmental Impact Statement, Submissions Report, Amendment Report and the Instrument of Approval for the approved project.</p>


13.0 Other Environmental Approvals

Identify all other approvals required for the project:


Nil. No additional environmental approvals are required.

Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:			
<ul style="list-style-type: none"> 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:	Gregor Wilson	Signature:	
Title:	Environmental Advisor		
Company:	AFJV	Date:	14/3/2022

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	23/03/2022
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:	S Hodgson	Date:	23/03/2022
Title:	Director Environment, Sustainability & Planning, West	Comments:	
Signature:	