



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	The Bays construction site boundary
Prepared by:	AFJV Environmental Approvals Coordinator
Prepared for:	Sydney Metro
Assessment number:	AFJV03
Status:	Final for SM approval
Version:	02
Planning approval:	CSSI 10038 Sydney Metro West Concept and Stage 1
Date required:	January 2022
iCentral number	SM-22-00001236

Form information – do not alter

Form number	SM ES-FT-414
Applicable to:	Sydney Metro
Document Owner:	Principal Manager, Sustainability, Environment & Planning
System Owner:	Executive Director, Safety, Sustainability & Environment
Status:	Final
Version:	2.0
Date of issue:	27 April 2018
Review date:	27 April 2019

© Sydney Metro 2018

Table of Contents

1.0 Existing Approved Project.....	3
2.0 Description of proposed development/activity/works.....	6
3.0 Timeframe.....	8
4.0 Site description	8
5.0 Site Environmental Characteristics	8
6.0 Justification for the proposed works.....	10
7.0 Environmental Benefit.....	10
8.0 Control Measures.....	10
9.0 Climate Change Impacts.....	11
10.0 Impact Assessment – Construction.....	12
11.0 Impact Assessment – Operation.....	21
12.0 Consistency with the Approved Project	23
13.0 Other Environmental Approvals.....	24
Author certification	25



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)
- SWM Stage 1 – The Bays Station construction site boundary Consistency Assessment (27 August 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.

This consistency assessment relates to proposed changes to the construction footprint at The Bays. The construction site would be used to:

- Carry out the excavation of The Bays Station
- Launch and support two tunnel boring machines for the drive west to the Sydney Olympic Park metro station construction site.

This construction site would include tunnel boring machine support services including high voltage power supply, spoil storage and removal, fresh air ventilation, work train, grout batching plant, water supply, water treatment and disposal, material storage as well as office facilities, worker amenities and parking, and storage and installation of precast concrete lining elements.

A previous Consistency Assessment was prepared by Sydney Metro (The Bays Station construction site boundary Consistency Assessment (27 August 2021)) to update the site boundary from that presented in the EIS. An outline of the construction footprint as approved in the EIS and then superseded by The Bays Station construction site boundary Consistency Assessment (27 August 2021) is shown in Figure 1.

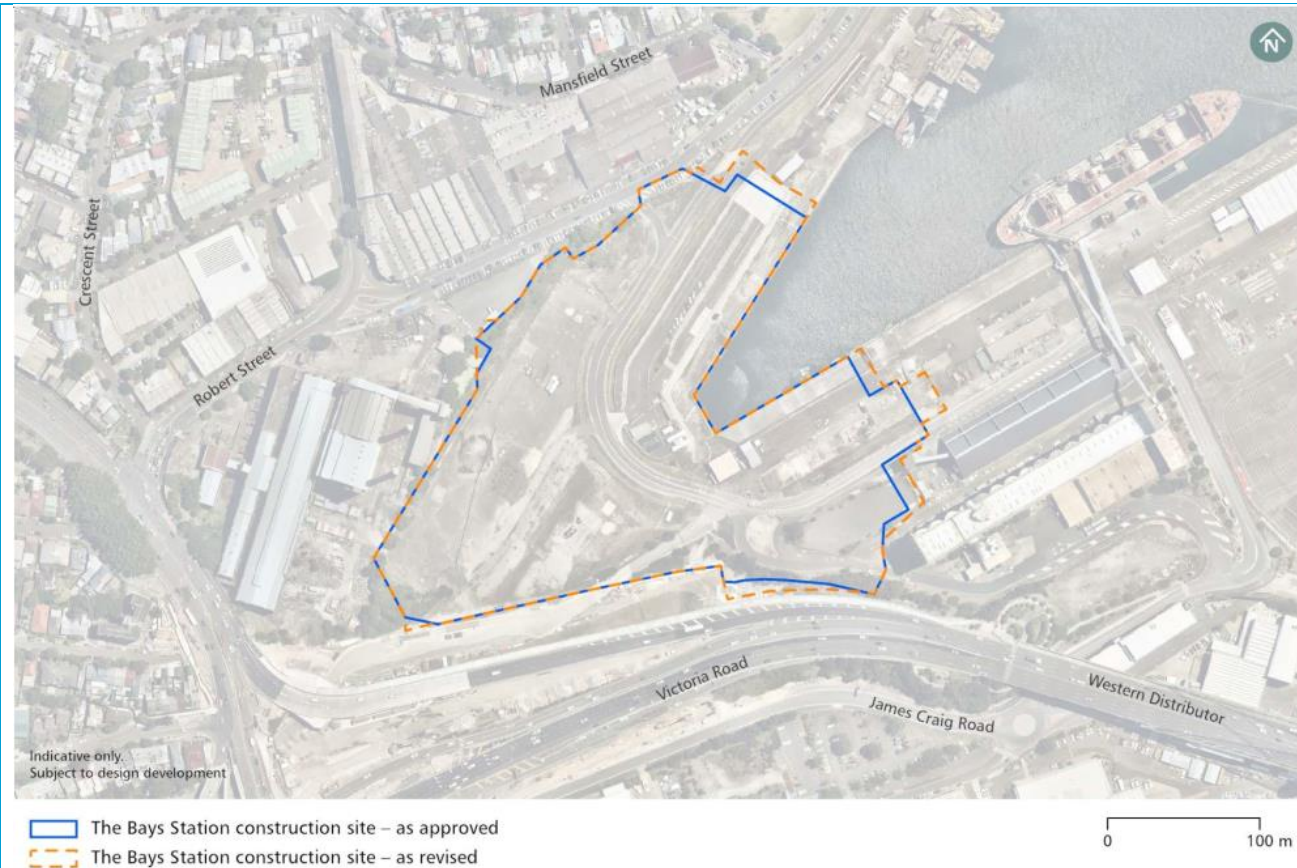


Figure 1 The revised site boundary as approved in The Bays Station construction site boundary Consistency Assessment (27 August 2021)

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
- SWM Stage 1 – The Bays Station construction site boundary Consistency Assessment (27 August 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 Bays Station 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, in addition to a small area (about 100m²) temporarily required outside of The Bays construction site. As discussed in Section 1.0, a previous Consistency Assessment was prepared by Sydney Metro (The Bays Station construction site boundary Consistency Assessment (27 August 2021)) to update the site boundary from that presented in the EIS. This Consistency Assessment considers the adjustments to the site boundary versus that approved in the August 2021 Consistency Assessment.

Figure 2 shows the revised boundary following the approval of The Bays Station construction site boundary Consistency Assessment (27 August 2021) (refer to Section 1.0). Areas A, B and C are about 15700m² in total and would be used for the same main purposes as approved for the site in the EIS. Area A (as identified in Figure 2) is currently being used as a car park to support the Power Enabling Works for the project (note the Power Enabling Works are outside AFJV's scope and are being carried out by a separate contractor. It is understood that this area was approved as a Minor Ancillary Facility in accordance with CoA A21 by the Power Enabling Works contractor). Area B is currently being used by the WestConnex 3B project as a vehicle access route. Area C is currently vacant. Area A would be used as a car park as per its current use. Areas B and C would be used to support major civil construction activities at the site. Area D would be used temporarily to tie into the existing WestConnex 3B access road. Area D is about 100m² and is temporarily required during part of Q1 2022 to tie in a site access road to the existing WestConnex 3B (Rozelle Interchange) access road.

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.

The proposal does not involve any changes to The Bays Station construction site indicative construction program, outlined in Figure 9-31 of the Stage 1 EIS.

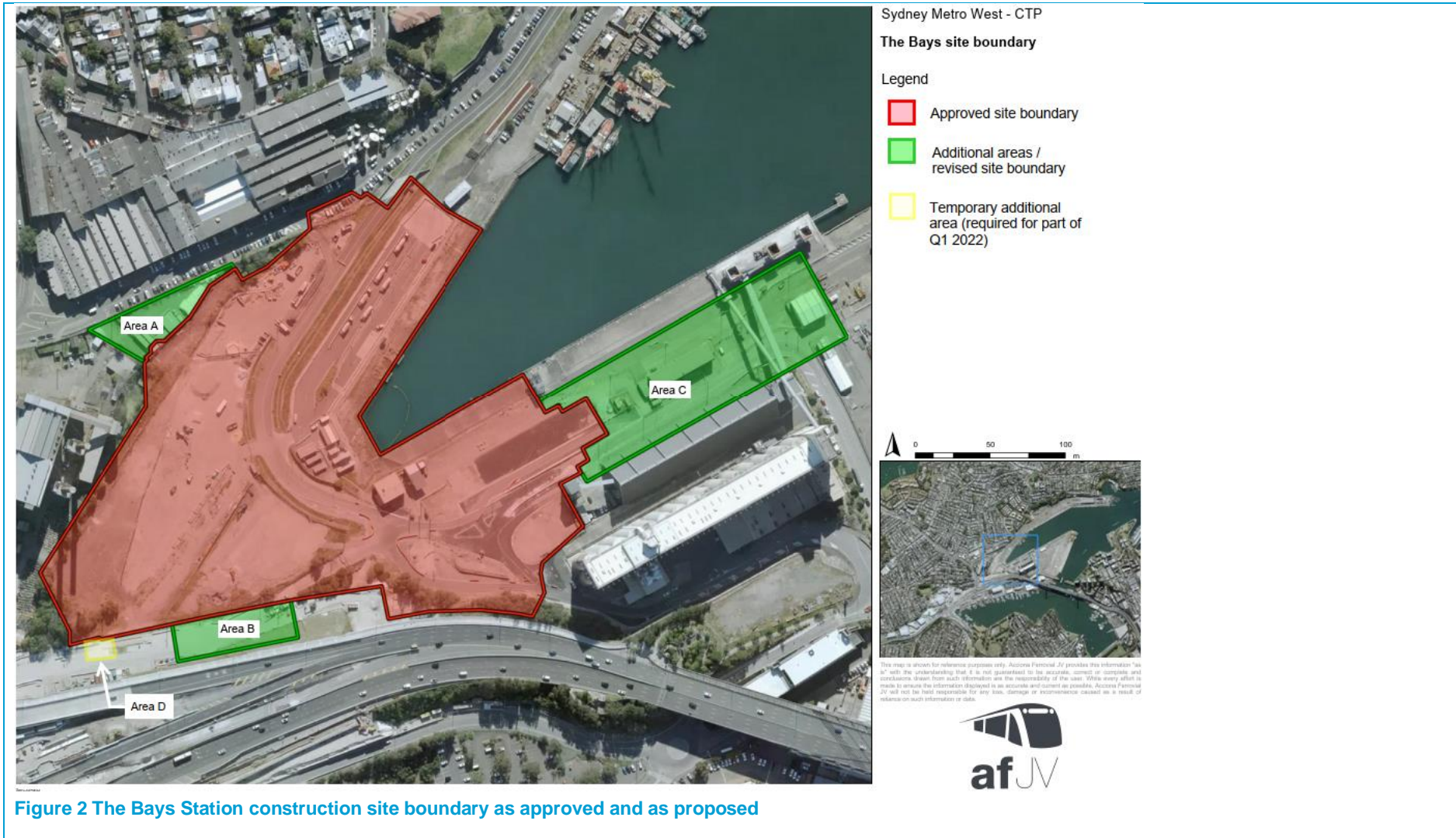


Figure 2 The Bays Station construction site boundary as approved and as proposed

3.0 Timeframe

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

This Consistency Assessment relates to a change in The Bays Station 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 with the exception Area D will be in place generally until completion of the Project or otherwise in accordance with the Site Access Schedule. For Area D, the proposed change would generally be in place for Q1 2022 only.

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 Bays Station construction site is located in front of the former White Bay Power Station and on the foreshore of White Bay. The site was previously used for industrial and wharf operations. The location of the site is shown in Figure 2.

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 existing environmental characteristics of The Bays Station construction site and surrounding areas proposed to be included as shown in Figure 2, is included in the Stage 1 EIS and a summary is as follows:

- The site is located on the foreshore of White Bay
- White Bay has been heavily modified for port purposes and is unlikely to contain significant aquatic habitat
- Previous land uses of the site include Port and Employment and land zonings include IN2 – Light Industrial and W1 – Maritime Waters
- There is no naturally occurring native vegetation on the site. The site is almost devoid of vegetation except for opportunistic weed species. The land directly adjacent (to the south, west and north) contains a mix of planted vegetation and weeds
- Soils and groundwater have a moderate potential contamination risk associated with current and historic activities

(Uncontrolled when printed)

- There is one registered Aboriginal heritage site within The Bays construction site (located within the footprint of the EIS construction site boundary (note; this site was listed in the Aboriginal Heritage Information Management System (AHIMS) after the EIS was prepared).

The non-Aboriginal heritage site characteristics are described in Table 1. No new impacts are proposed because of the change in site boundary described herein, however in any case archaeological management of The Bays Station construction site would be conducted under the revised Archaeological Research Design Excavation Methodology (ARDEM) as required by CoA D25 and D26.

Table 1 Non-Aboriginal heritage items at The Bays

Item and listing	Significance	Proximity to The Bays Station construction site
White Bay Power Station SHR (01015), Urban Development Corporation s170 (4500460) and SREP No. 26 City West Part 3 No. 11	State	The construction site falls partially within the curtilage of the White Bay Power Station.
The Valley Heritage Conservation Area Leichhardt LEP 2013 (C7)	Local	Located to the north and north-west of the construction site.
White Bay Power Station (outlet) Canal / Circulating Water Conduit Ports Authority of NSW s170 (4560026)	Local	Located within the approved construction site, and the study area of the approved construction site.
White Bay Power Station (inlet) Canal Ports Authority s170 (4560062)	Local	Located within the approved construction site, and the study area of the construction site, and extending west under the White Bay Power Station to Rozelle Bay south of the approved construction site.
Beattie Street Stormwater Channel No. 15 Sydney Water s170 (4570329)	Local	Partially located within the northern part of the study area of the construction site.
Glebe Island Silos Ports Authority of NSW s170 (4560016) and SREP No. 26 City West Part No. 1	Local	Located to the south-east of the construction site, and the western end is partially within the study area.

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.

For Areas A, B and C the site boundary adjustments are required to correct minor 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. Area D is a temporary area required to tie in an access road at The Bays Station construction site to the existing WestConnex 3B vehicle access road. The revised The Bays Station construction site boundary captures the area required for the construction activities for Stage 1 of the project. The footprint and layout of the construction site at The Bays Station for subsequent planning approval stages may potentially result in further changes to the construction boundary at The Bay Station.

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?

The Sydney Metro Construction Environmental Management Framework, Construction Noise and Vibration Standard and Construction Traffic Management Framework set out the overall approach to environmental management. The proposal would also be undertaken in accordance with these frameworks as well as the mitigation measures and the conditions of approval for the approved project.

The proposal would be managed in accordance with the relevant Construction Environmental Management Plans, which must be produced in accordance with the conditions of approval for the approved project.

Archaeological management of The Bays Station construction site would be conducted under the revised ARDEM in preparation for the proposal as required by CoA D25 (as modified) and D26.

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 opportunistic weed species, and adjoining land contains a mix of planted vegetation and weeds.</p> <p>The proposed additional construction site land is mostly cleared and no threatened species were identified in these locations. However, the proposal may require the removal of a small extent of planted native vegetation and/or weeds. The clearing of any planted native vegetation will be minimised in accordance with CoA D2.</p> <p>Black Rockcod is a vulnerable aquatic species identified as having a moderate to high likelihood of occurrence in White Bay. The Stage 1 EIS identified that the Approved Project may result in impacts to their habitat due to changes in water quality during construction. The proposed additional construction site land will be managed in accordance with the CoA D116 relating to erosion and sediment controls to minimise any potential impact to this species and water quality. No additional impacts as therefore anticipated.</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	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
	(REMMs) relating to erosion and sediment controls.				
Air quality	<p>Construction works on the additional land resulting from the boundary adjustments are expected to result in localised air quality impacts from the use of vehicles and machinery, and also the movement of spoil and materials. The extent of air quality impacts as a result of the proposed change are expected to be similar to the Approved Project, as there would be no intensification in the use of the site.</p> <p>Area A is the only area that would result in the construction site being located closer to sensitive receivers than previously assessed. 32-40 Robert Street (industrial receivers) were previously located between 25-55m from the construction site boundary, as a result of the proposed change they would be located about 23m from the site boundary (it should be noted that under existing approvals some properties are located closer to the site boundary). Given that Area A is proposed to be used as per its current use as a car park there would not be any substantial construction works required in this area. Therefore, it is not anticipated that nearby receivers would experience additional air quality impacts beyond that predicted in the EIS.</p> <p>Air quality impacts associated with the proposal will be managed in accordance with existing CoAs</p>	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
	and REMMs, including the Construction Environmental Management Plan (CEMP).				
Noise 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>Area A is the only area that would result in the construction site being located closer to sensitive receivers than previously assessed. The proposed use of Area A is as a car park, which would be consistent with that of existing use for the Sydney Metro West Power Enabling Works project. Approval for the site for the Sydney Metro West Power Enabling Works project was via a CoA A21 Minor Ancillary Facility assessment and approval. The assessment included a noise and vibration assessment of the site. Results of the noise modelling indicated to no residential receivers would be impacted by use of the site, whilst industrial receivers on Robert Street may experience a 1-10dB exceedance of the daytime noise management level during decommissioning of the site (no exceedance during its operation). The assessment also predicted that use of the site as proposed would not exceed the exceedances of the <i>NSW Road Noise Policy</i> base criteria (where greater than 2 dB increases are predicted) (refer to REMM NV14). No vibration impacts were predicted.</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
	<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	<p>Chapter 13 of the Stage 1 EIS assessed Aboriginal heritage impacts from the Approved Project. The EIS study area included a 50m buffer from the EIS site boundary. This captured all of Areas A, B and D, in addition to the majority of Area C except for the easternmost portion. Since the EIS was prepared the Aboriginal Potential Archaeological Deposit (PAD) at The Bays has been listed in the Aboriginal Heritage Information Management System (AHIMS) as item 45-6-3826. The next closest recorded Aboriginal site is AHIMS ID 45-6-2278, a potential archaeological deposit (PAD) site located approximately 650 metres to the east.</p> <p>The proposed works in the additional areas would be managed in accordance with CoAs and REMMs, the Heritage Management Plan and the Unexpected Finds Protocol. A review of the AHIMS register identified that the portion of Area C not assessed in the EIS does not contain any additional Aboriginal heritage items.</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
	As such, the potential Aboriginal heritage impact would be consistent with the Approved Project.				
Non-Aboriginal heritage	<p>The additional land resulting from the proposed boundary adjustment would be used for the same uses approved for The Bays Station construction site. Area A would be used as a car park as per its current use. Areas B and C would be used to support major civil construction activities at the site. Area D would be used temporarily to tie into the existing WestConnex 3B access road.</p> <p>Heritage items</p> <p>The approved and proposed site continues to be within or directly adjacent to State, Section 170 Heritage and Conservation Register and local heritage items and conservation areas as outlined in Table 1.</p> <p>Areas B, C and D do not intersect with any items of non-Aboriginal heritage. Area A intersects with the White Bay Power Station (SHR (01015)) and White Bay Power Station (outlet) Canal / Circulating Water Conduit (Port Authority of NSW s170 4560026). With regard to White Bay Power Station (SHR (01015)), Area A comprises of a paved area currently used as a construction yard and car park for the CTP Power Enabling Works. There are no significant buildings or structures within this area.</p> <p>Potential impacts as a result of the proposed change would be limited as the proposed use is also as a car park and potential lay down area, consistent with current approved use. Potential indirect impacts such as potential vibrations and</p>	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>views/vista impacts may occur – consistent with that identified in the EIS. With regard to the White Bay Power Station (outlet) Canal / Circulating Water Conduit (Port Authority of NSW s170 4560026), as the item is below ground, it is not anticipated that there would be a direct impact to this item. There is potential for indirect impacts due to potential vibration impacts however this is unlikely as there is no change to current use. The EIS anticipated that there could be direct impacts to this item due to the potential for accidental damage during construction.</p> <p>The non-Aboriginal heritage impacts resulting from the proposal are considered consistent with that assessed in the EIS. Overall, there is no change in the magnitude of the non-Aboriginal heritage impacts assessed in the EIS. The proposal would be undertaken in accordance with the relevant CoAs and REMMs, including the revised ARDEM and CoA D46 which requires vibration testing where there is potential to impact heritage items. No additional impacts are anticipated on any elements of heritage significance as a result of the proposal relative to the Approved Project.</p> <p>Archaeological potential</p> <p>The Stage 1 EIS archaeological assessment identified the potential remains which may be on site associated with the following features, and their potential for occurrence:</p> <ul style="list-style-type: none"> William Balmain Estate – nil to low potential for occurrence 				

(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
	<ul style="list-style-type: none"> Rozelle Subdivision and Waterfront Industries – low to moderate potential for occurrence White Bay Power Station and Port Facilities - moderate to high potential for occurrence. <p>The EIS identified that impacts to significant archaeological resources are likely to occur during demolition and excavation work for The Bays Station. The construction works undertaken on the additional land resulting from the boundary adjustment would be managed in accordance with relevant mitigation measures and CoAs including being included within the revised ARDEM prepared in accordance with CoAs D25 and D26 to manage and mitigate impacts to the potential archaeological resources.</p> <p>Excavation is unlikely to be required in Areas A and C, however, minor excavation may be required in Areas B and D. As such, although minor additional excavation may be required in Areas B and D potentially affecting areas of archaeological potential, archaeological impacts are anticipated to be consistent with the Approved Project.</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	No change from the approved project. Access to the additional areas would be via the routes outlined in the site Construction Traffic	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
	Management Plan (CTMP). It is therefore not anticipated that there would be any additional traffic impacts as a result of the proposed change.				
Waste	<p>The proposed change may involve additional excavations to make the additional land resulting from the boundary adjustment suitable for the construction activities, and provide additional area for construction activities including spoil stockpiling and management.</p> <p>There is the potential to encounter acid sulfate soils at the site during excavation and other ground disturbance.</p> <p>Spoil and waste will be managed in accordance with existing CoAs and REMMs including the CEMF. 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 The Bays Station construction site was assessed as having a negligible landscape character impact, and a negligible or minor adverse visual impact from five 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</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
	types of activities occurring within the construction site. As such, landscape character and visual 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 CoAs and REMMs.	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 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 The Bays Station construction site footprint would still deliver a construction site for the excavation of The Bays Station, and for launch and support of tunnel boring machines. Therefore, the project as modified is consistent with the objectives and functions of The Bays Station 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:	17/01/2022

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	19/01/2022
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:	Simon Bennett	Date:	20/01/2022
Title:	Director Environment, Sustainability & Planning, West	Comments:	
Signature:			