

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Temporary Transport Plan 2023 School Holidays
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
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1. Existing Approved Project

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

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown
 SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 1 – October 2020

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

Sydenham to Bankstown Environmental Impact Statement (EIS) – September 2017
 Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) – June 2018
 Sydenham to Bankstown Submissions Report (SR) – September 2018
 Sydenham to Bankstown Modified Conditions of Approval – October 2020
 Consistency Assessment Temporary Transport Plan July 2022 school holidays ([TfNSW54](#) July 2022)
 Consistency Assessment Temporary Transport Plan October 2022 school holidays ([TfNSW63](#) September 2022)

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR, SR, the conditions of approval and TTMP(s) prepared for the possession period.

Description of existing approved project you are assessing for consistency:

Approved project

The approved project includes construction and operation of a metro rail line, approximately 13km long, between west of Sydenham Station and west of Bankstown Station, including ten metro stations west of Sydenham (Marrickville to Bankstown inclusive) and associated ancillary infrastructure. The works include station works, track and rail system facility works and other works to support metro operations.

Description of approved project between Sydenham and Bankstown

Sydney Metro City and Southwest – Sydenham to Bankstown works includes the following:

Station works

In addition to the station upgrades to improve accessibility, works to meet the standards required for metro services include:

- Installation of platform screen doors
- Provision of operational facilities, such as station service buildings

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- Accessibility upgrades for buildings
- Works related to integration with other modes of transport.

Track and rail system facility works

The upgrade of track and rail systems to enable operation of metro services include:

- Track works where required along the rail corridor, including upgrading tracks and adjusting alignments, between west of Sydenham Station and west of Bankstown Station
- New turn back facilities and track crossovers
- Installing Sydney Metro rail systems and adjusting existing Sydney Trains rail systems
- Overhead wiring adjustments.

Other Project elements

- Upgrading existing bridges and underpasses
- Security measures, such as fencing
- Noise barriers
- Modifications to corridor access gates and tracks
- Augmentation of existing power supply, including new traction sub-stations
- Utility and rail system protection.
- Bridge protection works
- Combined Service Route
- Drainage works to reduce flooding and manage stormwater
- Provision of temporary facilities to support construction, including construction compounds and work sites

Temporary Transport Plan (TTP) during possessions

The Sydney Metro City and Southwest station upgrades between Sydenham and Bankstown include various construction activities that require the temporary shutdown of part of the rail line. The Environmental Impact Statement (EIS) for the project was exhibited in August 2017. The EIS presented a Temporary Transport Strategy (TTS) which outlined the use of bus replacement services over track possession periods, including assessments when trains could not run on the T3 Bankstown Line during construction. The possession periods that were assessed included school holiday possession periods (two (2) weeks in July and six (6) weeks in December/January for five (5) years), four (4) additional weekend possessions per year (in addition to the standard Sydney Trains possessions) and a final possession of up to six (6) months.

The Temporary Transport Strategy is presented in Appendix G of the EIS which states that rail possessions during school holiday periods had only been proposed for the July and December-January school holidays. The possession schedule was planned to avoid the April school holidays when events such as the Easter Show are held, and the October school holidays when sporting finals are often held. However, the needs of each special event will be considered separately. In many cases, the standard TTP would be able to accommodate the increased customer demand, subject to increasing bus frequencies to peak hour levels if the event occurs during the evening or on a weekend.

In line with Condition of Approval E48, a Temporary Transport Management Plan (TTMP) must be prepared in accordance with the Temporary Transport Strategy included under documents in Condition A1 one month before the implementation of the Plan to define the initiatives that will be implemented for that possession.

Following exhibition of the EIS, changes were made to the exhibited project in the Submissions and Preferred Infrastructure Report (SPIR). Given the reduction in the construction activities required to deliver the scope of works identified in the SPIR, there was also a change to the proposed temporary transport arrangements. Key changes to these arrangements included:

- Changes to possession periods:
 - Additional eight (8) weekend possessions per year
 - Two (2) week possessions during December holiday periods only
 - Occasional weekday night-time possessions
- Concurrent closure of three (3) stations for up to two (2) months.

To date, in accordance with Condition of Approval E48, a TTMP has been successfully delivered across school holiday possession periods in 2019, 2020 and 2021, including a July school holiday period in 2021 and 2022, October school holiday period in 2022 and an extended weekend possession during the April school holiday period in 2023. Various methods have been used to capture community feedback during the implementation of each these rail possessions to inform or optimise the next TTMP for the possession period.

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

This Consistency Assessment relates to the remaining 2 – 4 week possessions required in 2023 over the school holidays to enable construction of the Approved Project, as follows (subject to detailed planning):

- July (6 July to 17 July 2023)
- September (23 September to 6 October 2023 – subject to detailed planning)
- December (27 December 2023 to 25 January 2024 – subject to detailed planning)

The SPIR assessed the two-week possession for the December holiday periods only, with the planned possession schedule to avoid the July and October school holidays periods due to events. Unexpected challenges encountered over the last few years, including Covid-19, wet weather and industrial action has prevented the work required over past possession periods to be adequately completed, the proposed school holiday possessions are required to deliver the Sydney Metro project. A comparison of the approved possessions and closures against the proposed is provided in Table 1.

Table 1 – A comparison of the approved possessions and closures against the completed and proposed possessions.

Rail Possession/ Closure type	Approved Rail Possessions and Station Closures (Section 2.7.2 and Section 2.7.3 of Appendix B of the SPIR)	Completed and proposed rail possessions/ closures
Standard Sydney Trains weekend possessions	4 weekends each year	Undertaken when required
Additional weekend possessions	8 weekends each year	Undertaken when required Extended weekend possession during April 2023 (four days only)
School holiday possessions	2 weeks during December/ January school holiday periods only	<p>Completed:</p> <ul style="list-style-type: none"> 2 week December / January school holiday periods in 2019, 2020 and 2021. No possession in 2022 2 week possession during July school holiday periods in 2021 and 2022 (subject to consistency assessments) 2 week possession during October 2022 school holiday period (subject to consistency assessment) <p>Proposed:</p> <ul style="list-style-type: none"> 2 week possession during July school holiday periods in 2023 2 week possession during September/October school holiday periods in 2023 4 week possession during December/January school holiday periods in 2023/2024
Freight track possessions	4 weekend possessions a year	Undertaken when required
Night-time weekday possessions	Required on an occasional basis	Undertaken on an occasional basis
Final possession	3-6 months once the stations have been upgraded.	To be determined
Temporary station closures	Concurrent closure of 3 stations for up to 2 months.	Not pursued

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Stations between Sydenham and Birrong, along the T3 Bankstown Line, would be temporarily closed during the possession periods in July, September and December. Sydenham Station would remain open during the rail line closure as an interchange station between trains and replacement bus services. Trains would continue to operate west of Birrong Station and along the City Circle line.

A Temporary Transport Management Plan would be prepared one month prior to the implementation of the possession period to identify detailed planning for the possession, however frequent bus services would replace trains during this period. Bus replacement services would be provided on five routes on weekdays and weekends, with lower frequency of bus services on the weekend. The train replacement bus map can be found in Figure 1 which visually represents the bus replacement routes.

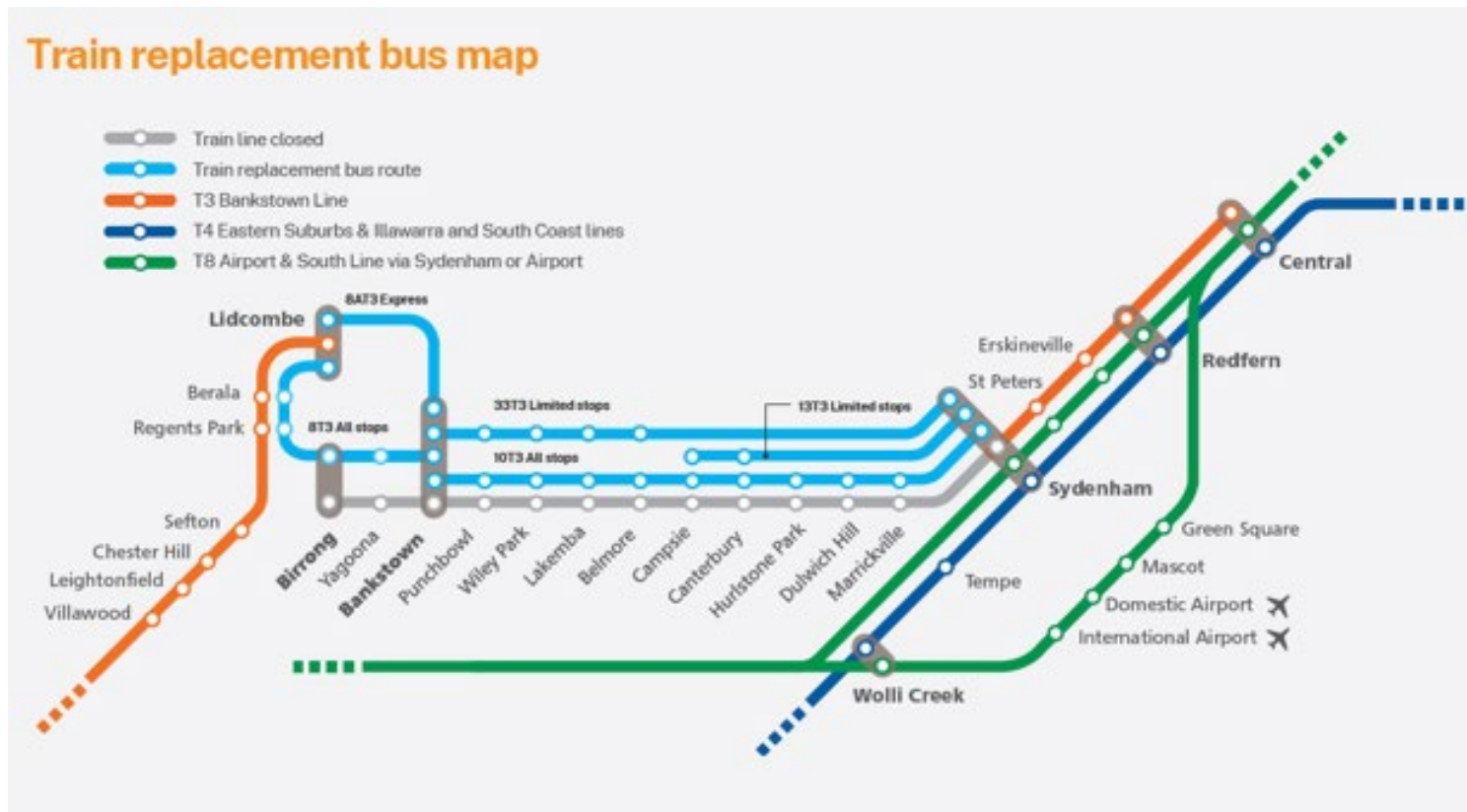


Figure 1 – Train line closure and proposed possession TTP replacement bus route (Source: Sydney Metro)

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For travel between Sydenham and Bankstown, the replacement bus routes would be:

1. 10T3 – Bankstown to Sydenham (all stops)
2. 33T3 – Bankstown to Sydenham (Limited stops – All stops to Belmore then Sydenham)
3. 13T3 – Campsie to Sydenham (Limited stops - Canterbury then Sydenham)

For travel between Bankstown and Lidcombe, the replacement bus routes would be:

4. 8T3 – Lidcombe to Bankstown (all stops)
5. 8AT3 – Lidcombe to Bankstown (Express to Lidcombe)

Appendix A outlines the indicative bus frequencies by route and direction that would be implemented during the July and September weekday school holiday periods (Table 2) and on weekends when there is a reduction in patronage demand compared to during the school term (Table 3). The indicative bus frequencies for the December/January school holiday possession are captured in Appendix A and are inclusive of the weekday school holiday period (Table 4), weekends (Table 5), NYE (Table 6) and the two weeks that work commences in January 2024 (Table 7 and 8).

These bus frequency numbers are currently an estimate, and the final frequency and timetable would not be confirmed until closer to the start of the possession period and will be documented in the TTMP in accordance with Condition E48. Low floor accessible buses will also be provided on the majority of services. The detour maps and bus stop locations would also be provided in the TTMP.

During the NRL grand final day on Sunday 1 October 2023, extra bus services would be added to the standard weekend timetable. This would be incorporated into the September/October TTMP.

3. Timeframe

2 week possession during July school holiday periods in 2023 (6 July to 16 July 2023)

2 week possession during September/October school holiday periods in 2023 (23 September to 5 October 2023 – subject to detailed planning)

4 week possession during December/January school holiday periods in 2023/2024 (27 December 2023 to 25 January 2024 – subject to detailed planning)

These timeframes are indicative and may be subject to change.

4. Site description

The proposed change relates to the additional July and September possessions and extended December school holiday possessions. There would be no change to the site description as a result of the proposed change.

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The temporary bus stops and routes, to support alternative transport arrangements during the school holiday possessions, are in the streets surrounding the Sydenham to Bankstown rail corridor, with focus on the streets between Bankstown and Sydenham, Campsie and Sydenham, and Lidcombe and Bankstown. Key corridors include Illawarra Road, Canterbury Road, The Boulevarde, and Sydenham Road and intersections along each route. The temporary bus replacement routes have been planned to allow express bus routes to use main road corridors (e.g. Canterbury Road). In contrast, all station buses will predominantly use local roads to access stations.

5. Site Environmental Characteristics

Refer to the Environmental Impact Statement for a description of the existing environment. The proposed change relates to the additional July and September possessions and extended December school holiday possessions and no change to site environmental characteristics would occur.

6. Justification for the proposed change

The Sydney Metro City & Southwest are upgrading all ten stations between Sydenham and Bankstown to meet current accessibility standards before converting the T3 Bankstown Line to Metro operations. The additional and extended school holiday possessions are needed to allow construction to take place on Sydney Metro. In order to complete these works, works must take place during possession periods to ensure safety to the workers, commuters and station/train operators. Some construction activities can only be undertaken during a complete shutdown of the rail line, including the need for power outages for accessibility and safety needs.

A review of the construction scheduling identified a delay in the commencement of station construction due to the availability of possessions (rail shutdowns) and unexpected challenges encountered over the last few years, including Covid-19, wet weather and industrial action. The proposed school holiday possessions are required to mitigate construction delays.

7. Environmental Benefit

Not applicable.

8. Control Measures

Will a project and site specific EMP be prepared?	<input checked="" type="checkbox"/> Yes – A TTMP would be prepared to plan and deliver an integrated, multi-modal transport network during the school holiday possessions.	Are appropriate control measures already identified in an existing EMP?	<input type="checkbox"/> Yes
	<input type="checkbox"/> No		<input checked="" type="checkbox"/> No - Control measures would be identified in the TTMP to be prepared for the school holiday possessions.

9. Conditions of approval/ Environmental mitigation measures

Number	Condition of Approval / Environmental mitigation measure	Discussion on relevance and consistency for proposed change
E48	The Proponent must prepare a Temporary Transport Management Plan in accordance with the Temporary Transport Strategy included in documents listed in Condition A1 one (1) month before the implementation of the Plan.	A Temporary Transport Management Plan would be prepared and implemented for each school holiday possession. Therefore, the proposed change would be consistent with the Condition.
E52	Safe pedestrian and cyclist access must be maintained around Work sites during Construction. In circumstances where pedestrian and cyclist access is restricted or removed due to Construction activities, an alternate route which complies with the relevant standards must be provided and signposted	Safe pedestrian and cyclist access would continue to be maintained around construction sites. In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, an alternate route which complies with the relevant standards would be provided and signposted. Therefore, the proposed change would be consistent with the Condition.
TC6	<p><i>Impacts of intersection performance</i></p> <p>Further consideration of the need for intersection modifications would be undertaken, to improve intersection performance at locations most affected by the addition of construction heavy vehicles and rail replacement buses. This would be undertaken in consultation with Roads and Maritime Services, the Sydney Coordination Office, and the relevant road authority. The improvements considered would include:</p> <ul style="list-style-type: none"> • modification to the existing traffic signal phasing • lane priority changes • changing lane designations (line markings and signage) • kerbside changes (such as removing on street parking or implementing no standing zones at peak times to increase lane capacity) • physical geometric changes (such as minor kerb cut-backs to enable large vehicles to safely move through intersections) • restricting turning movements where traffic demand is low. 	This would continue to be further considered as the TTMP is prepared for each possession period.
TC7	<p><i>Changes to cyclist facilities during construction</i></p> <p>Where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a station, suitable replacement facilities would be provided while the facility is unavailable.</p>	In accordance with REMM TC7, where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a station during possession periods, suitable replacement facilities would be provided.

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<p>TC10</p>	<p>Transport for NSW would undertake an extensive community awareness and information campaign before changes to public transport services are implemented. This would include a range of communication activities such as:</p> <ul style="list-style-type: none"> • information at stations • wayfinding signage • clearly marked bus stop locations • letter box drops • web based information and transport ‘app’ where changes to travel are found in a single place • information via 131 500 • advertising in local papers <p>email information bulletins</p>	<p>The proposed change would remain consistent with REMM TC10. Community consultation would be implemented into the TTMP to ensure changes to public transport services are effectively communicated and extensive community awareness is achieved, as well as Community Consultation Reports prepared for the affected LGAs.</p>
<p>Will the proposal be consistent with the conditions of approval?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	

10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from Approved Project.	No additional measures required.	Y	Y	
Water	No change from Approved Project.	No additional measures required.	Y	Y	
Soils and contamination	No change from Approved Project.	No additional measures required.	Y	Y	
Air quality	The TTP bus replacement services have the potential for localised air quality impacts however, this is anticipated to be balanced by the line-wide shutdown of the rail corridor during this period. Nevertheless, any localised air quality impacts are considered to be negligible relative to the Approved Project.	No additional measures required.	Y	Y	
Noise and vibration	<p>The rail possession and replacement bus services would result in minor noise impacts to nearby properties.</p> <p>The level of impact would remain consistent with the Approved Project and would be temporary in nature over the 2-4 week possession periods. All associated impacts would be mitigated in accordance with the measures contained within the Construction Noise and Vibration Management Plan and associated Construction Noise and Vibration Impact Statements.</p> <p>It is considered that the additional noise impacts from the replacement bus services present a negligible change from the Approved Project.</p>	No additional measures required.	Y	Y	
Aboriginal heritage	No change from Approved Project.	No additional measures required.	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Endorsed	
				Y/N	Comments
Non-Aboriginal heritage	No change from Approved Project.	No additional measures required.	Y	Y	
Community and socio-economic	<p>The proposed possessions would result in temporary minor community impacts, by way of inconveniences and delays, as the train line would not be in operation for the entirety of the possession period. However, there has been a significant attempt to mitigate these impacts by providing bus replacement services as provided in Appendix A.</p> <p>Previous TTMP(s) have identified that from an analysis of historical opal data, the school holiday periods see a reduction in patronage demand and possessions are strategically planned to reduce the impact on customers.</p> <p>There is potential for the proposed possessions to result in economic impacts to businesses surrounding rail stations due to loss of rail patronage and some nearby car parking. However, the loss of rail patronage is temporary only and anticipated to be mitigated by additional patronage from construction workers and bus users. The car parking impacts are likely to be similar to other rail shutdowns being undertaken, for example over the July 2022 or October 2022 school holiday possessions. Any economic impact from the proposed activity is anticipated to be negligible relative to the Approved Project.</p>	<p>Community consultation would be undertaken prior to the possession period and included within the TTMP. The community would be continuously updated in the lead-up to the shutdown via Letter box drop notification, Station signage posters and Online website.</p> <p>A mix of channels would be used to make customers aware of the shutdown and the alternative transport options including:</p> <ul style="list-style-type: none"> • At stations and on mode • Websites • Apps • Social Media • Stakeholder communication <p>Bus marshals would be available during the busiest parts of the day to assist customers with accessibility needs. The customer information staffing locations during the possession would be identified in the TTMP.</p>	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Endorsed	
				Y/N	Comments
Traffic and transport	<p>Transport</p> <p>Indicative suitable replacement bus services have been identified (refer to Section 2 of this consistency assessment) to ensure that alternative public transport services are available for customers during the proposed possession periods.</p> <p>In accordance with Condition of Approval E48, a TTMP would be prepared one month prior to the implementation of each possession period. The TTMP would detail the confirmed replacement bus schedule, bus routes, bus stop and layover locations, temporary parking changes and customer engagement.</p> <p>Shutdowns of the T3 Bankstown Line are strategically planned to reduce the impact on customers by taking place during school holiday periods when demand across the network is typically at least 15% lower than during the school term. Various methods have been used to capture community feedback during the implementation of past TTPs to inform or optimise the next TTMP for the possession period.</p> <p>In addition, a rail line closure during a school holiday period benefits the bus procurement arrangements with a reduced demand on the bus fleet due to no school-based operations.</p>	No additional measures required.	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Endorsed	
				Y/N	Comments
	<p>Traffic</p> <p>Traffic data at key intersections along TTP routes have been analysed to develop an understanding of the impact of school holidays on traffic flows. The traffic data from year 2019 (pre-COVID) and year 2022 and 2023 (post-COVID) have been assessed during a 2023 typical weekday compared to a 2023 school holiday and Easter holiday.</p> <p>The data shows during the 2023 school holiday there was a reduction in traffic flow by up to 20% in the AM Peak (7-9.30am) and up to 5% in the PM Peak (3-6.30pm). The proposed bus replacement services will not add this proportion of additional vehicles to the road network, therefore, additional traffic assessment is not required. It is considered that possessions during school holiday periods will have minimum impacts to the road network.</p> <p>The temporary bus replacement routes have been planned to allow express bus routes to use main road corridors (e.g. Canterbury Road). In contrast, all station buses will predominantly use local roads to access stations. This decision reduces the impact on the network and gives customers greater flexibility during the planned shutdown.</p> <p>The assessment concludes that the addition of replacement bus services to the road network</p>				

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Endorsed	
				Y/N	Comments
	<p>would have minimal impact on the road network and intersection performance and would be consistent with the impacts assessed for the Approved Project.</p> <p>Parking The temporary bus stops and provision for bus layover and standby buses would temporarily impact street parking and Taxi Zones during the possession period. Parking impacts would be assessed in the TTMP prepared for the possession period and temporary kerbside changes would be managed in the Community Consultation Reports provided within the TTMP.</p> <p>Overall, traffic and transport impacts are minor and temporary in nature and can be managed consistently with the Approved Project.</p>				
Waste and resource management	No change from Approved Project.	No additional measures required.	Y	Y	
Visual	Minor visual impacts would result from the temporary bus stops. However, this is considered to be temporary only and negligible relative to the Approved Project.	No additional measures required.	Y	Y	
Land use and property	No change from Approved Project.	No additional measures required.	Y	Y	
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	Y	
Other <i>Such as geotechnical, climate change, cumulative</i>	No change from Approved Project.	No additional measures required.	Y	Y	

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11. Impact Assessment – Operation

The proposed works are during construction only.

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

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12. Consistency with the Approved Project

Question	Consider the following:
Is the project (including the proposed changes) consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project. The purpose of the proposed possessions are to improve future operational ability of the Sydney Metro Sydenham to Bankstown line, and is considered consistent with the objectives and functions of the Approved Project.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	Yes. The additional July and September possessions and extended December school holiday possessions results in a minor change to the duration of impacts as assessed in the EIS and Submissions Report for the Approved Project, however the possession is temporary in nature and the level of impact would remain consistent with the Approved Project. Potential environmental impacts would be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report, Instrument of Approval and TTMP prepared for each possession period.
Is the change within the envelope of what has been approved?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the Approved Project and the environmental impacts been adequately assessed.
Are there any new environmental impacts as a result of the proposed works/project changes?	The proposed works would not result in any new environmental impacts beyond those considered in the Approved Project. The proposal would result in a minor change to the duration of impacts as assessed in the Approved Project, however the scale of impact would remain consistent. All impacts identified for the proposed change would be adequately mitigated through the application of the mitigation measures in the above impact assessment tables and mitigation measures provided in the EIS, Submissions Report and Conditions of Approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are known and understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works would be managed through the TTMP prepared for each possession period so as to avoid an adverse impact.
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

13. Other Environmental Approvals

Identify all other approvals required for the proposed works:	N/A
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14. Recommendation

Based on the above impact assessment, and with reference to the Sydney Metro Sydenham to Bankstown EIS, SPIR, SR, including the conditions of approval, it is recommended that:

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

Author certification

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

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

Name:	Isabella Caruso	Signature:	<i>Isabella Caruso</i>
Title:	Planning Approval Officer		
Company:	Sydney Metro	Date:	29/06/2023

Assessment Supporting Signature

Application supported and submitted by

Name:	Yvette Buchli	Date:	29/06/2023
Title:	Director Planning Approvals	Comments:	
Signature:	<i>Yvette Buchli</i>		

Assessment Endorsement

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

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

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

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

Endorsed by			
Name:	Fil Cerone	Date:	30 June 2023
Title:	Director City & Southwest, Environment, Sustainability and Planning	Comments:	
Signature:			

Appendix A – Proposed possession bus frequencies

Table 2 – Proposed weekday bus frequencies by route and direction for July and September school holidays (subject to detailed planning)

Weekday - School Holiday – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	4	6	10	18	18	12	9	7	6	6	6	8	9	9	6	5	5	6	4	4	4	6
10T3	Outbound	4	6	6	6	6	6	6	6	6	6	9	11	14	16	16	8	5	6	4	4	4	6
13T3	Inbound	4	12	12	14	14	10	7	6	6	6	5	5	5	4	4	4	4	4	4	4	4	12
13T3	Outbound	4	4	4	4	4	4	4	4	4	4	5	8	11	13	13	10	6	6	4	4	4	4
33T3	Inbound	4	9	16	22	22	14	12	10	9	9	7	9	11	9	6	5	5	5	4	4	4	9
33T3	Outbound	4	6	6	6	6	6	6	6	7	8	9	13	19	22	22	15	8	5	4	4	4	6
8AT3	Inbound	4	4	4	4	4	4	4	4	4	4	4	4	5	6	4	4	4	4	4	4	4	4
8AT3	Outbound	4	4	4	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8T3	Inbound	4	4	4	4	5	4	4	4	4	4	4	5	6	6	5	4	4	4	4	4	4	4
8T3	Outbound	4	4	4	4	5	4	4	4	4	4	4	5	5	6	4	4	4	4	4	4	4	4

* - The frequencies will be modified based on the first and last train service times.

Table 3 – Proposed bus frequencies by route and direction for weekends during July and September school holiday possessions (subject to detailed planning)

Weekend – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	2	4	4	5	6	7	8	8	9	8	8	8	8	9	6	5	5	5	5	4	4	4
10T3	Outbound	2	4	4	5	5	5	5	6	6	8	8	8	8	7	7	5	5	5	5	4	4	4
13T3	Inbound	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	4	4
13T3	Outbound	2	4	4	5	5	5	5	5	5	5	5	6	6	5	5	5	5	5	5	4	4	4
33T3	Inbound	2	4	5	6	6	6	7	7	7	7	7	7	7	7	5	5	5	5	5	4	4	4
33T3	Outbound	2	4	4	5	5	5	5	5	5	5	7	7	8	8	8	7	5	5	5	4	4	4
8AT3	Inbound	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8AT3	Outbound	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8T3	Inbound	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8T3	Outbound	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

* - The frequencies will be modified based on the first and last train service times.

Table 4 – Proposed holiday period weekday bus frequencies by route and direction (subject to detailed planning)

Weekday – December/ January Holiday Period – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	4	6	9	13	15	12	13	11	10	9	8	8	9	8	7	6	6	6	6	6	4	4
10T3	Outbound	4	4	6	6	6	6	7	7	7	8	10	13	15	17	17	12	10	9	9	6	4	4
13T3	Inbound	4	6	9	10	12	11	10	9	8	7	6	6	6	6	6	6	6	6	6	6	4	4
13T3	Outbound	4	4	6	6	6	6	6	6	6	6	6	8	11	12	10	8	7	7	8	6	4	4
33T3	Inbound	4	5	7	10	12	10	10	9	8	7	7	7	7	7	6	6	6	6	6	6	4	4
33T3	Outbound	4	4	6	6	6	6	6	6	6	6	8	10	13	14	14	10	8	8	7	6	4	4
8AT3	Inbound	4	4	4	4	4	4	4	4	4	4	4	4	4	5	4	4	4	4	4	4	4	4
8AT3	Outbound	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8T3	Inbound	4	4	4	4	5	5	4	5	4	4	4	5	5	7	6	4	4	4	4	4	4	4
8T3	Outbound	4	4	4	5	4	4	4	4	4	4	4	5	5	6	5	4	4	4	4	4	4	4

Table 5 – Proposed holiday period weekend bus frequencies by route and direction (subject to detailed planning)

Weekend – December/ January Holiday Period – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	4	5	6	7	9	10	10	10	10	10	9	9	9	9	8	6	6	6	6	6	4	4
10T3	Outbound	4	4	5	5	5	6	7	7	9	9	9	11	12	14	12	9	6	6	6	6	4	4
13T3	Inbound	4	5	7	6	8	9	8	7	7	6	5	6	6	6	6	6	6	6	6	6	4	4
13T3	Outbound	4	4	5	5	5	5	5	5	5	5	5	6	7	8	6	6	6	6	6	6	4	4
33T3	Inbound	4	4	5	5	8	8	8	8	8	8	7	8	8	7	6	6	6	6	6	6	4	4
33T3	Outbound	4	4	5	5	5	5	5	6	7	7	8	9	10	11	9	7	6	6	6	6	4	4
8AT3	Inbound	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8AT3	Outbound	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8T3	Inbound	4	4	4	4	4	4	5	5	4	5	5	6	5	6	6	4	4	4	4	4	4	4
8T3	Outbound	4	4	4	4	4	4	4	4	4	5	4	5	5	5	4	4	4	4	4	4	4	4

Table 6 – Proposed NYE period bus frequencies by route and direction (subject to detailed planning)

NYE - Bus frequency (number of services per hour)																									
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM	2:00 AM	3:00 AM
10T3	Inbound	4	5	7	11	13	11	11	12	12	12	12	13	14	16	16	12	12	12	7	4	4	4	4	2
10T3	Outbound	4	4	4	4	5	5	6	7	7	9	10	12	13	13	11	8	7	7	10	7	8	18	10	4
13T3	Inbound	4	5	7	9	10	11	8	12	12	12	12	12	12	12	12	12	12	12	6	4	4	4	4	2
13T3	Outbound	4	4	4	5	5	5	5	5	5	5	5	7	8	9	8	6	5	5	11	4	7	15	10	4
33T3	Inbound	4	4	6	9	11	9	9	12	12	12	12	12	12	13	13	12	12	12	5	4	4	4	4	2
33T3	Outbound	4	4	4	4	4	4	5	5	6	7	9	9	10	10	9	7	5	5	8	6	6	14	10	4
8AT3	Inbound	4	4	4	4	4	4	4	4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	2
8AT3	Outbound	4	4	4	4	4	4	4	4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	2
8T3	Inbound	4	4	4	4	4	4	5	4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	3
8T3	Outbound	4	4	4	4	4	4	4	4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	3

Table 7 – Proposed weekday Back to work week 1 bus frequencies by route and direction for school holidays (subject to detailed planning)

Week 1 – Back to work weekday – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	4	6	11	22	25	15	13	12	10	9	9	10	10	11	7	6	6	6	6	6	4	4
10T3	Outbound	4	4	6	6	6	6	6	7	8	9	11	14	19	26	23	15	11	10	8	6	4	4
13T3	Inbound	5	11	10	15	17	13	9	8	7	7	7	6	6	6	6	6	6	6	6	6	4	4
13T3	Outbound	4	4	6	6	6	6	6	6	6	6	6	8	10	17	15	9	8	8	8	6	4	4
33T3	Inbound	4	5	9	18	20	12	10	10	9	8	7	9	8	9	6	6	6	6	6	6	4	4
33T3	Outbound	4	4	6	6	6	6	6	6	6	7	9	12	15	21	19	13	9	8	6	6	4	4
8AT3	Inbound	4	4	4	4	4	4	4	4	4	4	4	4	5	6	5	4	4	4	4	4	4	4
8AT3	Outbound	4	4	4	4	4	4	4	4	4	4	4	4	5	6	4	4	4	4	4	4	4	4
8T3	Inbound	4	4	4	6	7	5	5	4	5	4	5	5	7	9	7	5	4	4	4	4	4	4
8T3	Outbound	4	4	4	7	6	5	4	4	4	4	5	6	7	8	6	5	4	4	4	4	4	4

Table 8 – Proposed weekday Back to work week 2 bus frequencies by route and direction for school holidays (subject to detailed planning)

Week 2 – Back to work weekday – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	4	7	13	27	29	14	10	9	8	7	7	9	10	10	7	6	6	6	6	6	4	4
10T3	Outbound	4	4	6	6	6	6	6	7	7	8	10	14	20	27	26	13	9	9	7	6	4	4
13T3	Inbound	5	12	10	18	20	12	8	6	6	6	6	6	6	6	6	6	6	6	6	6	4	4
13T3	Outbound	4	4	6	6	6	6	6	6	6	6	6	8	11	20	14	9	6	7	8	6	4	4
33T3	Inbound	4	6	10	22	24	11	8	7	7	6	6	7	8	8	6	6	6	6	6	6	4	4
33T3	Outbound	4	4	6	6	6	6	6	6	6	7	8	11	16	22	21	11	7	7	6	6	4	4
8AT3	Inbound	4	4	4	4	5	4	4	4	4	4	4	4	5	6	5	4	4	4	4	4	4	4
8AT3	Outbound	4	4	4	6	4	4	4	4	4	4	4	4	5	6	5	4	4	4	4	4	4	4
8T3	Inbound	4	4	5	7	7	5	4	4	4	4	4	5	8	10	8	5	4	4	4	4	4	4
8T3	Outbound	4	4	5	9	7	4	4	4	4	4	4	6	7	9	7	4	4	4	4	4	4	4