

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Dam Dewatering and Earthworks
Prepared by:	CPBUI and Sydney Metro
Prepared for:	Sydney Metro Western Sydney Airport, Surface and Civil Alignment Works
Assessment number:	CPBUI001
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Table of Contents

1. Existing Approved Project	3
2. Description of proposed change which is the subject of this assessment	5
3. Timeframe.....	6
4. Site description	6
5. Site Environmental Characteristics	7
6. Justification for the proposed change.....	7
7. Environmental Benefit.....	7
8. Control Measures.....	8
10. Impact Assessment – Construction	9
11. Impact Assessment – Operation	17
12. Consistency with the Approved Project	19
13. Other Environmental Approvals.....	20
14. Recommendation.....	20
Author certification	21
Appendix A – Location of proposal.....	23
Appendix B – Threatened ecological communities	25
Appendix C – Soils and contamination – Areas of Environmental concern	27
Appendix D – Aboriginal heritage	29
Appendix E – AHIMS Search results	31
Appendix F – Historic heritage	35

1. Existing Approved Project

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

- SSI_10051 Infrastructure approval (as modified by SSI-10051-MOD-1) – applies to this assessment.
- EPBC 2020/8687 – covers the area between St Marys to Elizabeth Drive and applies to this assessment
- Western Sydney Airport: Airport Plan (as varied September 2021) - does not apply to this assessment as the proposal would be undertaken outside of the Western Sydney Airport site.

Date of determination:	<ul style="list-style-type: none"> • SSI_10051 Infrastructure approval dated 23 July 2021 • EPBC 2020/8687 Approval dated 3 June 2021 • Western Sydney Airport: Airport Plan as varied 15 September 2021 - does not apply to this assessment 	Type of planning approval:	<ul style="list-style-type: none"> • SSI_10051: Critical State Significant Infrastructure (SSI_10051) under <i>Environmental Planning and Assessment Act 1979</i> (NSW) • EPBC 2020/8687: construct and operate a rail link from St Marys to Elizabeth Drive as a controlled action under Environment Protection and Biodiversity Conservation Act 1999 (Cth) • Western Sydney Airport: Airport Plan (as varied September 2021): Variation to the Airport Plan under the Airports Act 1996 (Cth) - does not apply to this assessment and is not considered further.
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Relevant background information (including EA, REF, Submissions Report, Director General’s Report, MCoA):

- Sydney Metro – Western Sydney Airport Environmental Impact Statement, including accompanying technical papers (SM-WSA EIS) (October 2020)
- Sydney Metro – Western Sydney Airport Submissions Report (April 2021)
- Instrument of Approval (SSI_10051) (dated 23 July 2021) and modified 14 April 2022
- EPBC 2020/8687 Approval dated 3 June 2021

The above documents are available on the NSW planning portal here: www.planningportal.nsw.gov.au/major-projects/project/35016

The proposal identified in this assessment would be undertaken in accordance with the performance outcomes (POs) and revised environmental mitigation measures (REMMs) identified in the SM-WSA Submissions Report and the relevant conditions of approval (CoA).

Description of existing approved project you are assessing for consistency:

The approved project involves the construction and operation of a metro railway line around 23 kilometres in length between St Marys in the North and the Aerotropolis core precinct in the South. The off-airport construction footprint has been assessed within the SM-WSA EIS, the Submissions Report and the EPBC Act Final Environmental Impact Assessment of the off-airport proposed action (EPBC 2020/8687). The proposed change relates to dam and basin works required to support construction of the SM-WSA project at chainages ch28500 – 28540 (South of Luddenham Road) and ch30600-30900 (North of Elizabeth Drive).

Environmental Impact Statement

Construction (SM-WSA EIS Chapter 8)

Earthworks

Earthworks would also be required along the project alignment for drainage structures and water quality basins. The general sequence for earthworks would be as follows:

- Ground stabilisation works as required
- Construction of bored pile wall or similar infrastructure where required
- Earthworks cut and fill to design levels
- Construction of retaining structures and drainage elements where required as the earthworks progress.

Water quality and detention basins

Construction stormwater detention basins and water quality basins would be located within the construction footprint as required. The basins would discharge treated water into nearby local watercourses subject to the relevant performance outcomes in Chapter 27 (Synthesis) or as revised.

Submissions Report

As discussed in Section 5.3.7 of the Submissions Report, Penrith City Council requested further details regarding dam dewatering protocols to minimise harm to fauna, including whether any native vegetation or fauna habitat would be impacted. Two new mitigation measures (FF8 and FF9 in the Submissions Report) were including which outlined that Dewatering Plans would be prepared and implemented for the dewatering of rural dams that would be impacted as a result of the construction of the project.

As discussed in Section 5.5.2 of the Submissions Report, Department of Planning and Environment (Environment, Energy and Science) (EES) raised concerns regarding potential impacts on native fauna habitat as a result of the removal and/or relocation of farm dams. This would be mitigated by FF8 and FF9 discussed in Section 5.3.7 of the Submissions Report.

As discussed in Section 5.14.1 of the Submissions Report, the previous landowner provided a submission on the SM-WSA EIS, that raised concerns related to the justification and differentiation of land to be permanently acquired and land to be leased for construction purposes. The Submissions Report confirmed that the extent of and type of property acquisition required for the project would be confirmed during design development and in consultation with affected property owners.

EPBC Act Approval

The relevant controlling provisions for the EPBC controlled action relate to Commonwealth land and listed threatened species and communities. The subject construction footprint within the off-airport construction corridor is not identified as Commonwealth land. The nearest threatened ecological communities (TECs) identified were approximately 250 metres North of the ch30600-30900 work area and approximately 300 metres South-East of the ch28500 – 28540 work area.

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

Following design development and consultation with the affected landowners, the construction footprint of the off-airport construction boundary is proposed to be temporarily extended East of ch30600-30900 and ch28500 – 28540 for approximately 8 weeks to allow dam dewatering and backfill works which are required to support construction of the SM-WSA project. Following completion of the works, permanent boundary fencing will be installed along the original project boundary and the temporary works area relinquished back to the landowner.

The proposed works would include:

- Chainage 30600-30900 (Dam North of Elizabeth Drive):
 - Dewatering of the downstream dam (eastern side, outside construction boundary) may be required to prevent water backflowing into the western dam when the dam wall is removed.
 - Removal of existing dam wall (required due to geotechnical issues) as the existing dam wall would not support the dam backfill material.
 - Fill placed in compacted layers in accordance with the project earthworks specification.
- Chainage 28500 – 28540 (Dam South of Luddenham Road):
 - Dewatering and removal of dam required; however dam is partially outside the construction boundary.
 - Dewatering and removal of entire dam is required as per landowner's request.

The assessment of the proposal assumes that:

- The construction methodology and activities within the proposal area would remain unchanged as described in the SM-WSA EIS
- All access provisions required for ongoing maintenance and operations would be maintained.
- There are no changes to the operation of the project as a result of this expanded construction footprint.

The proposed boundary extension area is shown in Appendix A.

3. Timeframe

The proposed works are expected to be undertaken over a duration of 8 weeks.

4. Site description

Ch28500 – Ch28540 – Dam South of Luddenham Road:

The proposal would be located on Lot 23 DP1277418 in the off-airport part of the construction footprint. The proposal is currently located on land to be leased by Sydney Metro.

Ch30600-30900 - Dam North of Elizabeth Drive

The proposal would be located on Lot 72 DP1277011 in the off-airport part of the construction footprint. The proposal is currently located on land to be leased by Sydney Metro.

The location of the proposal is shown in Appendix A.

5. Site Environmental Characteristics

Ch28500 – 28540 – Dam South of Luddenham Road

The existing environment of the Project alignment South of Luddenham Road (including the proposed construction boundary to be extended) consists of land which has been largely cleared with small remnant patches of native vegetation. No natural waterways are located within the proposal's construction footprint. One remnant patch of scattered vegetation (scattered trees) located approximately 40 metres North-East of the proposal area is not expected to be impacted by the proposed works. No threatened animal species were recorded or considered to have potential habitat within the proposal area. No known Aboriginal or Historic Heritage items are located within the proposal area. The broader landscape is known as an area of Aboriginal archaeological sensitivity. An AHIMS search was undertaken which identified an Aboriginal site within 50m of the proposal location (see Appendix D and E). Under the Sydney Metro – Western Sydney Airport Aboriginal Cultural Heritage Management Plan, this heritage item has been identified as wholly within the project footprint and no further impacts are expected beyond those already identified in the SM-WSA EIS.

Ch30600-30900 - Dam North of Elizabeth Drive

The existing environment of the Project alignment North of Elizabeth Drive (including the proposed construction boundary to be extended) consists of land which has been largely cleared with small remnant patches of native vegetation. No natural waterways are located within the proposal's construction footprint. No threatened plant or animal species were recorded or considered to have potential habitat within the proposal area.

No known Aboriginal or Historic items are located within the proposal area. The broader landscape is known to have cultural heritage values and Aboriginal archaeological sensitivity identified along Blaxland Creek and associated unnamed tributaries. An AHIMS search was undertaken which identified one Aboriginal site within 50 metres of the proposal location (see Appendix D and E). Under the Sydney Metro – Western Sydney Airport Aboriginal Cultural Heritage Management Plan, this heritage item has been identified as wholly within the project footprint and no further impacts are expected beyond those already identified in the SM-WSA EIS.

6. Justification for the proposed change

The proposed change is required to facilitate dam dewatering and earthworks activities as required by the project specifications in areas outside the current approved project boundary.

7. Environmental Benefit

The proposed change would facilitate the decommissioning of the dams impacted by the Project in their entirety, and therefore minimising the risk of soil and water or flora and fauna impacts associated with the works through the implementation of the CEMP. The proposal is not expected to cause additional impacts to the environment beyond that considered in the SM-WSA EIS and Submissions Report.

8. Control Measures

Will a project and site specific EMP be prepared?	<input checked="" type="checkbox"/> Yes	Are appropriate control measures already identified in an existing EMP?	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No		<input type="checkbox"/> No

9. Conditions of approval

Will the proposal be consistent with the conditions of approval?	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No

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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	<p>A biodiversity assessment was undertaken as part of the SM-WSA EIS to identify threatened flora and fauna species, populations and ecological communities within the project boundary.</p> <p><u>Ch30600-30900 - Dam North of Elizabeth Drive</u> The majority of the proposal area comprises cleared land with exotic grasses and miscellaneous ecosystem plantings. There is no remnant native vegetation mapped within the proposal area No vegetation removal is proposed therefore no additional impacts to flora are anticipated.</p> <p>Minor dewatering of the eastern dam may cause temporary, minor impacts to aquatic fauna in the dam however this can be appropriately managed through the projects existing Flora and Fauna Management Plan which contains the Farm Dam Dewatering procedure.</p> <p><u>Ch28500 – 28540 – Dam South of Luddenham Road</u> The proposal area largely comprises of cleared land with small remnant patches of native vegetation and exotic grasses. One remnant patch of scattered vegetation (scattered trees) is located approximately 40 metres North-East of the proposal area, however no vegetation removal is</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>proposed and therefore no additional impacts to flora are anticipated.</p> <p>Dewatering and removal of the entire dam is likely to cause impacts to aquatic fauna in the dam. However, this can be appropriately managed through the projects existing Flora and Fauna Management Plan which contains the Farm Dam Dewatering procedure</p>				
Water	<p><u>Ch30600-30900 - Dam North of Elizabeth Drive</u> The proposal area may be subject to minor flooding during a 5% AEP event associated with the western and eastern dams and flow lines.</p> <p><u>Ch28500 – 28540 – Dam South of Luddenham Road</u> The proposal area may be subject to minor flooding during a 5% AEP event associated with stormwater flow lines from Luddenham Road.</p> <p>Removal of the dams has been considered within the SM-WSA EIS. Project hydrology and drainage has been designed to account for the dam removal. No additional impacts are expected beyond those assessed within the SM-WSA EIS.</p>	No additional measures required.	Y	Y	

(Uncontrolled when printed)

<p>Soils and contamination</p>	<p><u>Ch30600-30900 - Dam North of Elizabeth Drive</u> The proposal area is located within a high-risk AEC (AEC42). However, findings of the detailed site inspection concluded that AEC42 was not considered contaminated and was suitable for the proposed development. Earthworks within the dam footprint would involve removal of the existing dam wall, placement of clean site won fill and stabilisation with spray-grass / cover crop following completion of earthworks in accordance with the Soil and Water Management Plan. Unexpected finds of contamination may occur during works and would be undertaken in accordance with the existing unexpected finds protocol.</p> <p><u>Ch28500 – 28540 – Dam South of Luddenham Road</u> The proposal area is not located within an AEC identified in the SM-WSA EIS. Earthworks within the dam footprint would involve placement of clean site won fill and stabilised with spray-grass / cover crop following completion of earthworks in accordance with the Soil and Water Management Plan. Unexpected finds of contamination may occur during works and would be undertaken in accordance with the existing unexpected finds protocol.</p> <p>The proposal does not involve any additional earthworks to that already assessed and approved in the SM-WSA EIS. Any impacts to soils and contamination can be appropriately managed through the projects existing Soil and Water Management Plan.</p>	<p>No additional measures required.</p>	<p>Y</p>	<p>Y</p>	
<p>Air quality</p>	<p>No change from the approved project. The proposed construction areas would be stabilised following completion of dam removal earthworks.</p>	<p>No additional measures required.</p>	<p>Y</p>	<p>Y</p>	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Noise and vibration	<p><u>Ch30600-30900 - Dam North of Elizabeth Drive</u> The closest residential receiver to the proposal area is located about 1250 metres southwest of the proposal on Elizabeth Drive. The proposal does not comprise works considered as high noise impact and no additional noise impacts are anticipated beyond what has already been assessed in the SM-WSA EIS.</p> <p><u>Ch28500 – 28540 – Dam South of Luddenham Road</u> The closest residential receiver to the proposal area is located about 450m southwest of the proposal on Luddenham Road. The proposal is located further away from the receiver than what has been assessed in the EIS. The proposal does not comprise works considered as high noise impact and no additional noise impacts are anticipated beyond what has already been assessed in the EIS.</p> <p>All vibratory works undertaken as part of the proposal would be outside the nominated safe working distances in the Noise and Vibration Management Plan and therefore no additional measures are required.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Aboriginal heritage	<p><u>Ch30600-30900 - Dam North of Elizabeth Drive</u></p> <p>The proposal is located about 50 metres south-east of known areas of Aboriginal archaeological sensitivity as shown in Appendix D.</p> <p>An AHIMS search was undertaken which confirmed this area of sensitivity within 50 metres of the proposal location (Appendix E).</p> <p>The Sydney Metro Western Sydney Airport – Aboriginal Cultural Heritage Management Plan (ACHMP) identifies this site as wholly within the approved project footprint with no further management measures required for this scope of work.</p> <p><u>Ch28500 – 28540 – Dam South of Luddenham Road</u></p> <p>The proposal is not located within an Aboriginal archaeological site as identified in the ACHMP.</p> <p>An AHIMS search was undertaken which identified an Aboriginal site located adjacent to the proposal area. This Aboriginal site has been identified in the ACHMP as wholly within the project footprint and no further impacts are expected beyond those already identified in the SM-WSA EIS.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Historic heritage	<p><u>Ch30600-30900 - Dam North of Elizabeth Drive</u> The proposal is located about 180 metres east of potential heritage item 'McMasters Farm' and about 220 metres north of local heritage item McGarvie Smith Farm (1857). This is shown in Appendix F. The proposal area is east of the construction boundary which is further away from the heritage items. No historic heritage impacts are expected beyond that considered in the SM-WSA EIS.</p> <p><u>Ch28500-28540 – Dam South of Luddenham Road</u> The proposal area is located approximately 100m South-East of the nearest potential heritage item, Luddenham Road. No historic heritage impacts are expected beyond that considered in the SM-WSA EIS.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and socio-economic	<p>The proposal would extend the construction boundary, however there is no material change to the construction activities that would be undertaken.</p> <p><u>Ch30600-30900 - Dam North of Elizabeth Drive</u> Consultation has been undertaken with the relevant property owner in accordance with REMM LU2, where the property owner confirmed their approval for the works to be undertaken and dam removed. This correspondence has been recorded in the Project community management system.</p> <p><u>Ch28500 – 28540 – Dam South of Luddenham Road</u> Consultation has been undertaken with the relevant property owner in accordance with REMM LU2, where the property owner confirmed their approval for the works to be undertaken and dam removed. This correspondence has been recorded in the relevant community management system.</p>	No additional measures required.	Y	Y	
Traffic and transport	No change from the approved project.	No additional measures required.	Y	Y	
Waste and resource management	No change from the approved project.	No additional measures required.	Y	Y	

(Uncontrolled when printed)

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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	No change from the approved project.	No additional measures required.	Y	Y	
Land use and property	The proposal requires expansion of the construction footprint and would result in a larger area of land being utilised temporarily for construction works for the project. Following completion of works, land would be returned to the relevant property owner in accordance with REMM LU2.	No additional measures required.	Y	Y	
Hazard and risk	The minor change in the construction footprint would not result in any change to the overall risk ratings as assessed within the SM-WSA EIS.	No additional measures required.	Y	Y	
Management and mitigation measures	The relevant project CoA, performance outcomes (PO), and REMMs are appropriate to manage the potential impacts associated with the proposed works. No changes or additions to the CoA, PO and REMMs are required.	No additional measures required.	Y	Y	

11. Impact Assessment – Operation

The proposed dam dewatering and earthworks is for the construction phase of the project only. Loss of farm infrastructure is considered in the construction section.

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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the approved project.	No additional measures required.	N/A	Y	
Water	No change from the approved project.	No additional measures required.	N/A	Y	
Soils and contamination	No change from the approved project.	No additional measures required.	N/A	Y	
Air quality	No change from the approved project.	No additional measures required.	N/A	Y	
Noise and vibration	No change from the approved project.	No additional measures required.	N/A	Y	
Aboriginal heritage	No change from the approved project.	No additional measures required.	N/A	Y	
Historic heritage	No change from the approved project.	No additional measures required.	N/A	Y	
Community and socio-economic	No change from the approved project.	No additional measures required.	N/A	Y	
Traffic and transport	No change from the approved project.	No additional measures required.	N/A	Y	
Waste and resource management	No change from the approved project.	No additional measures required.	N/A	Y	
Visual and urban design	No change from the approved project.	No additional measures required.	N/A	Y	

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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Land use and property	The proposed works would be undertaken over a short period and would be temporary and fully rehabilitated. There would be no ongoing operational impacts.	No additional measures required.	N/A	Y	
Hazard and risk	No change from the approved project.	No additional measures required.	N/A	Y	
Management and mitigation measures	The relevant project CoA, performance outcomes (PO), and REMMs are appropriate to manage the potential impacts associated with these works. No changes or additions to these CoA, Pos and REMMs are required.	No additional measures required.	N/A	Y	

12. Consistency with the Approved Project

Question	Consider the following:
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval (CoA).
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.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	Yes. The proposed works would not result in any changes to environmental impacts as assessed in the project approval.
Is the change within the envelope of what has been approved?	The proposal requires a change to the approved project construction footprint, however this document has assessed the environmental impacts of the proposal and determined that it is consistent with the impacts originally assessed.
Are there any new environmental impacts as a result of the proposed works/project changes?	There would be no new environmental impacts as a result of the proposal.
Are the impacts of the proposed activity/works known and understood?	The impacts of the proposal are known and understood. An environmental assessment, including biodiversity, Aboriginal and historic heritage, contamination, noise and vibration have been completed as part of the consistency assessment process and are summarised in section 10.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	The impacts of the proposed works would be managed to avoid an adverse impact by implementing the project Construction Environmental Management Plan and procedures.
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 SM-WSA EIS, Submissions Report and the EPBC Act Final Environmental Impact Assessment of the off-airport proposed action (EPBC 2020/8687), 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:	Michael Watts	Signature:	
Title:	Environment Manager		
Company:	CPBUI	Date:	4/5/2023

Assessment Supporting Signature

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	05/05/2023
Title:	Director, Planning Approvals	Comments:	
Signature:			


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.

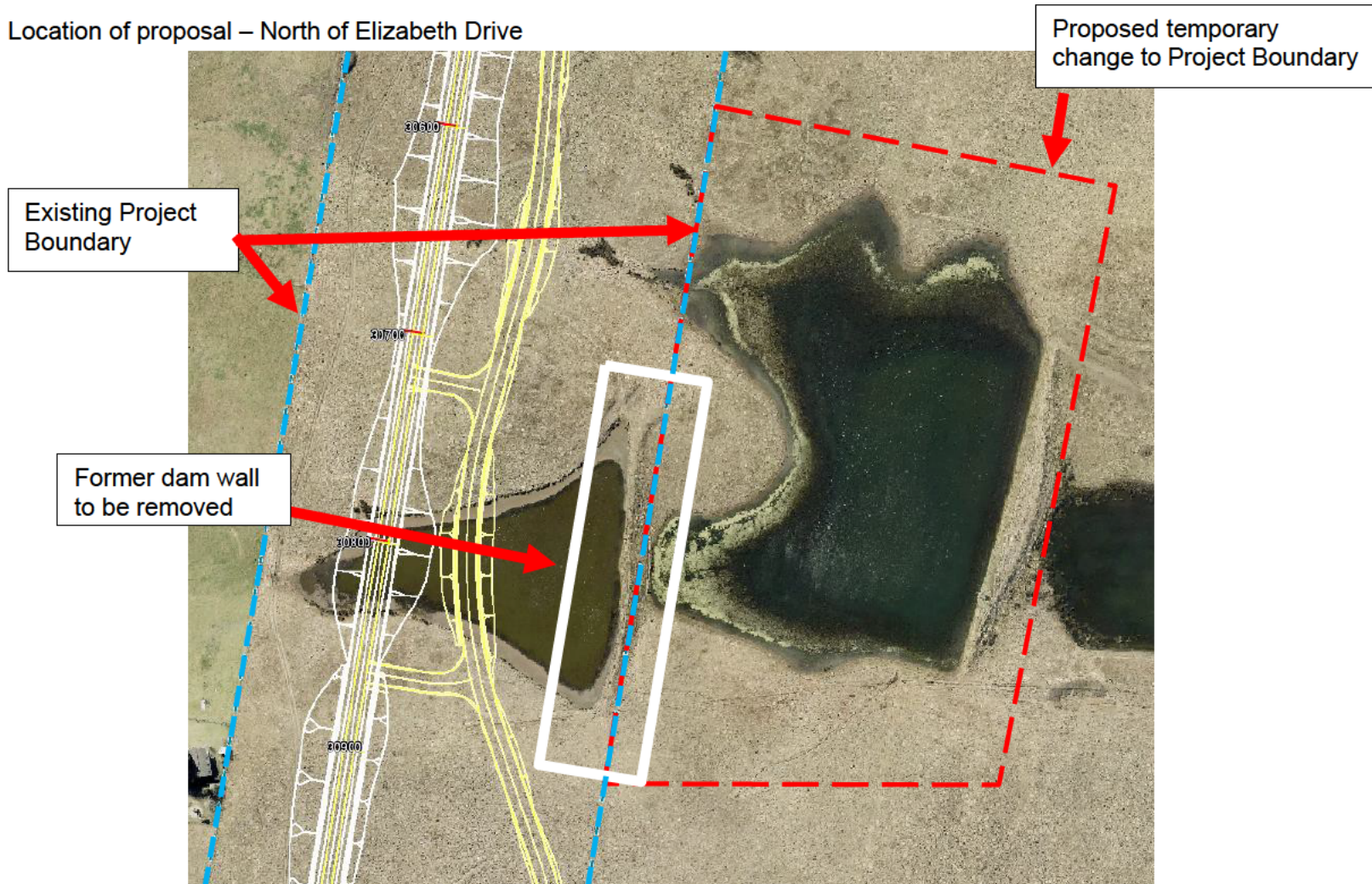
No The proposed change is not consistent with the Approved Project.

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:	Hugh Chapman	Date:	10/5/2023
Title:	Director Project ESP SM-WSA	Comments:	
Signature:			

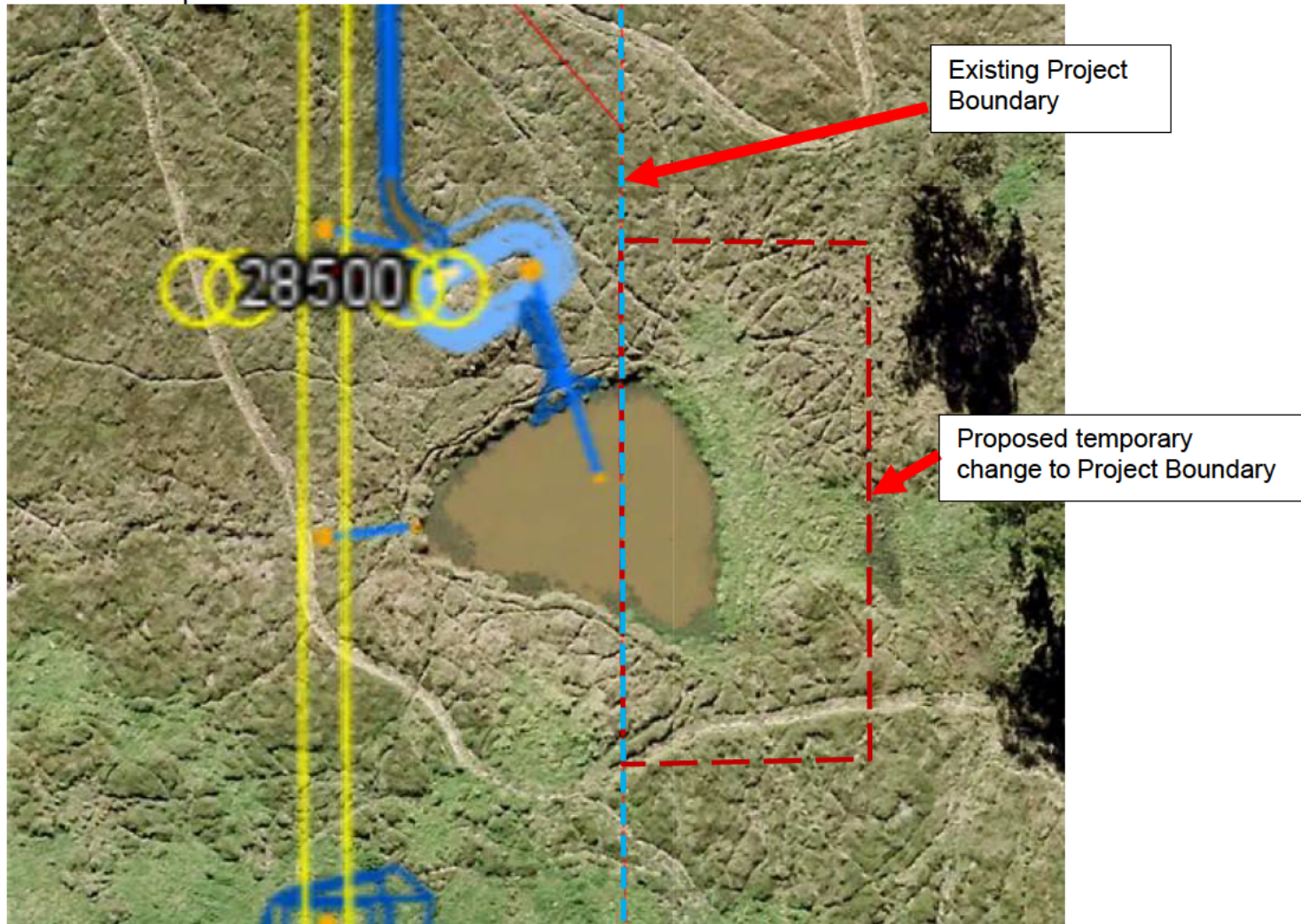
Appendix A – Location of proposal

Location of proposal – North of Elizabeth Drive



OFFICIAL

Location of Proposal – South of Luddenham Road



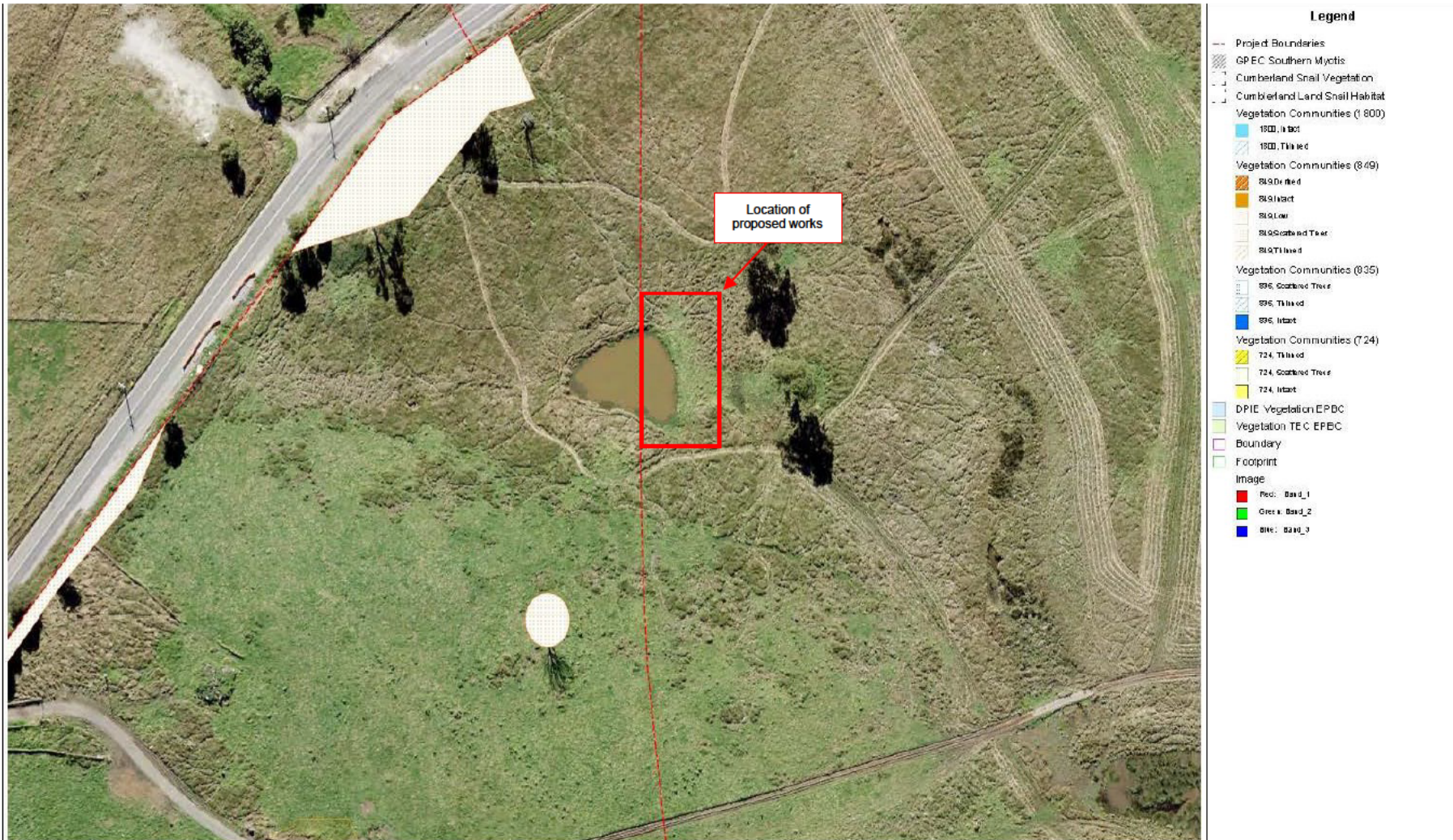
OFFICIAL

Appendix B – Threatened ecological communities

Threatened ecological communities – North of Elizabeth Drive



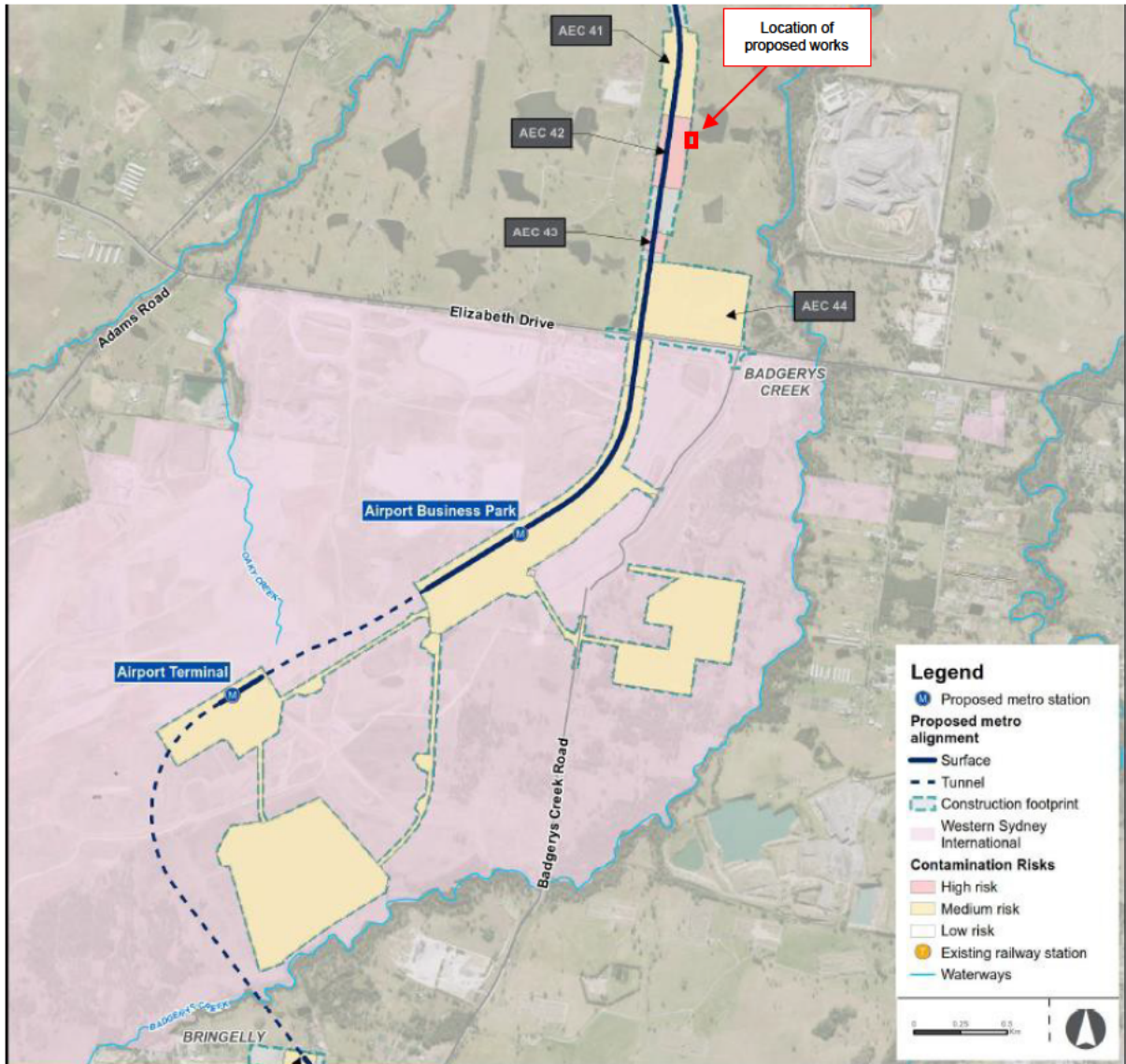
Threatened Ecological Communities – Dam South of Luddenham Road



OFFICIAL

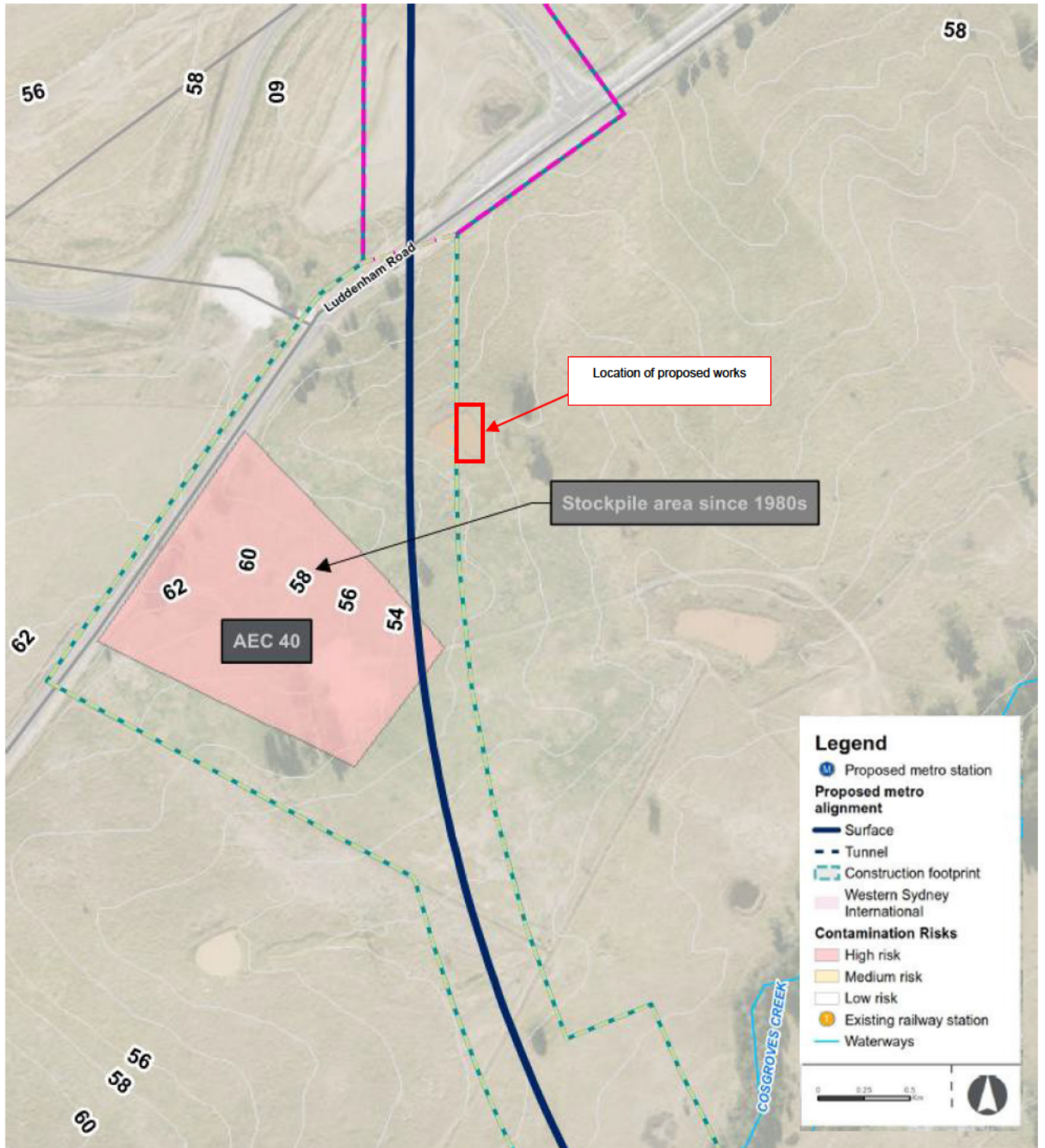
Appendix C – Soils and contamination – Areas of Environmental concern

Areas of environmental concern – North of Elizabeth Drive



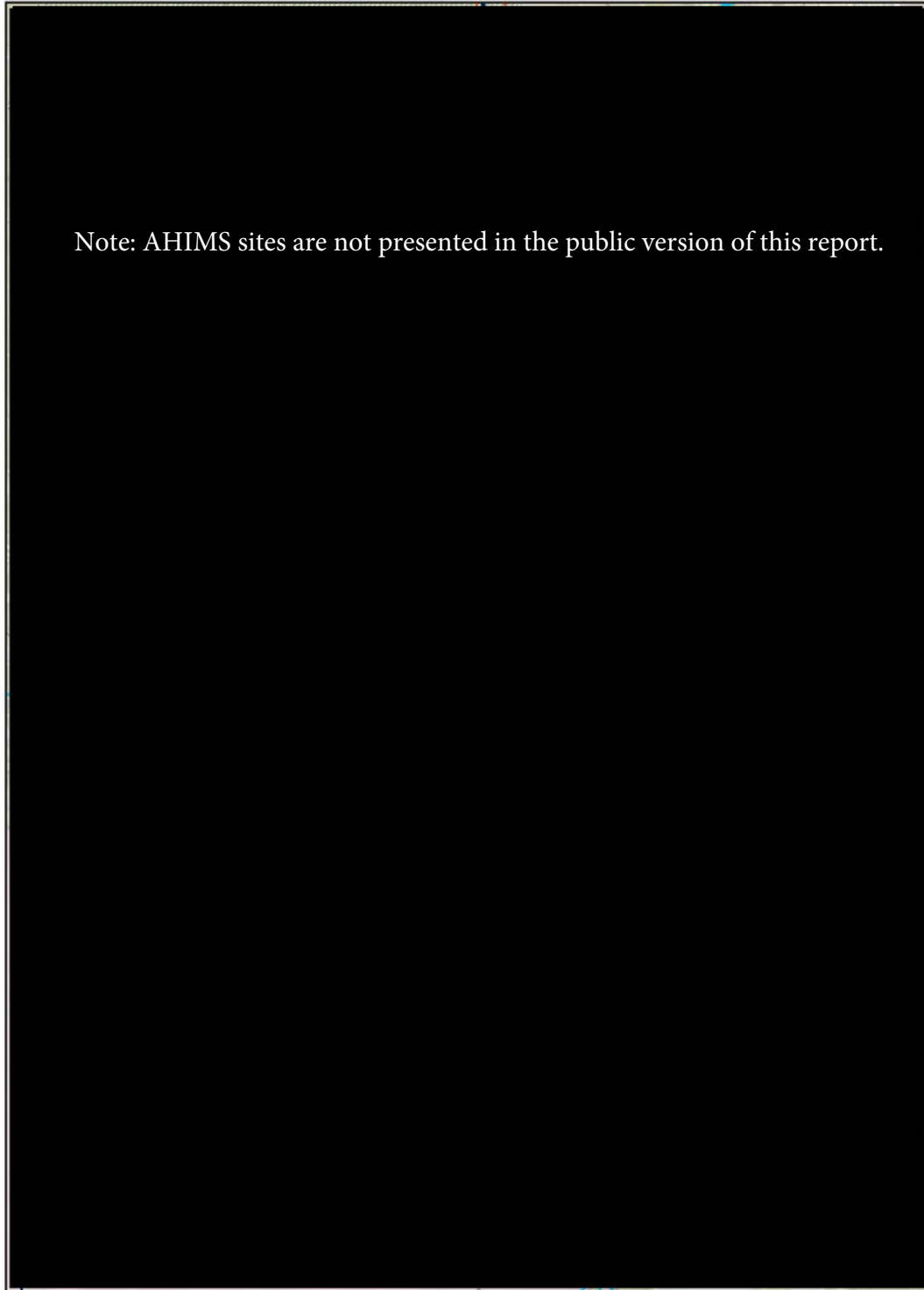
Areas of environmental concern

Areas of environmental concern – South of Luddenham Road



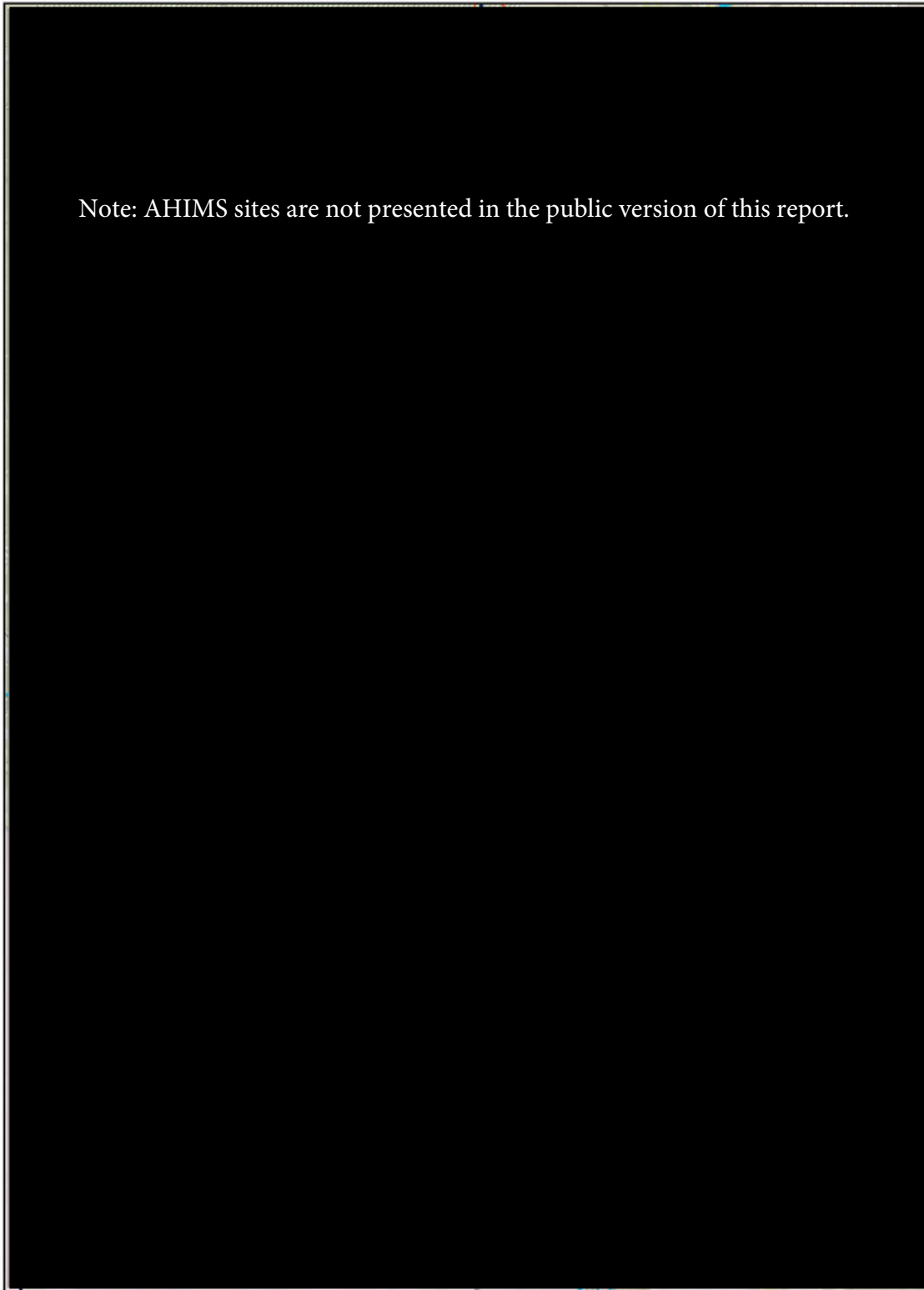
Appendix D – Aboriginal heritage

Aboriginal heritage – North of Elizabeth Drive



Note: AHIMS sites are not presented in the public version of this report.

Aboriginal Heritage – South of Luddenham Road



Note: AHIMS sites are not presented in the public version of this report.

Appendix E – AHIMS Search results

AHIMS results – North of Elizabeth Drive



AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number: [REDACTED]

Date: 20 December 2022

Lyn Nguyen
60 Miller Street
North Sydney New South Wales 2060
Attention: Lyn Nguyen
Email: lyn.nguyen@cpbcon.com.au

Note: AHIMS sites are not presented in the public version of this report.

Note: AHIMS sites are not presented in the public version of this report.

AHIMS results – South of Luddenham Road



AHIMS Web Services (AWS)
Search Result



Joshua Jenkins
Suite 117, 25 Solent Circuit
Norwest New South Wales 2153
Attention: Joshua Jenkins
Email: joshua@aspectenvironmental.com.au

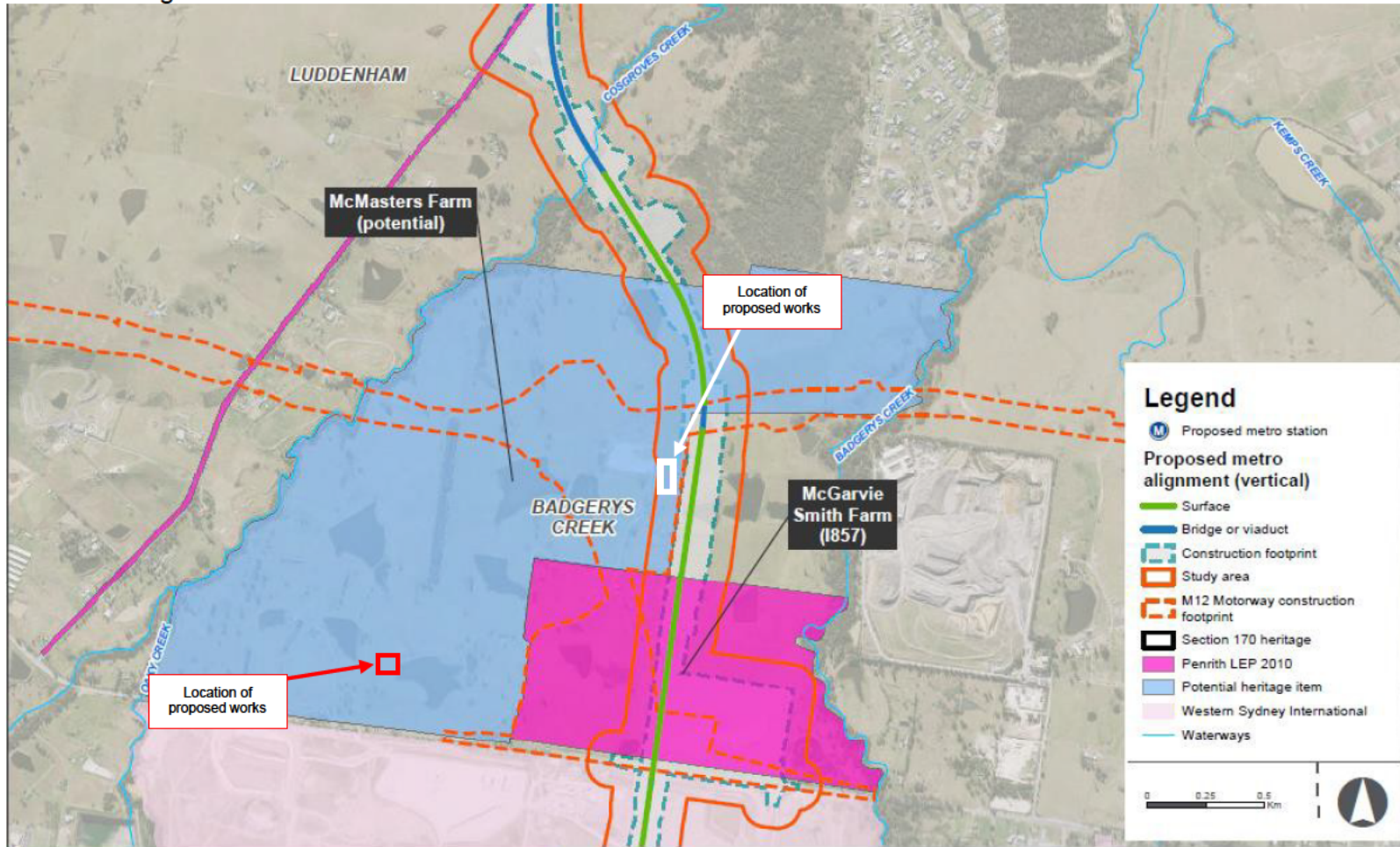
Date: 21 March 2023

Note: AHIMS sites are not presented in the public version of this report.

Note: AHIMS sites are not presented in the public version of this report.

Appendix F – Historic heritage

Historic Heritage – North of Elizabeth Drive



Off-airport construction corridor footprint and heritage items

Historic Heritage – South of Luddenham Road

