



# Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

<b>Assessment Name:</b>	Temporary Active Transport Corridor between Sydenham and Marrickville
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Sydney Metro and contractors
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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

The proposed change identified in the assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR, SR, and the Conditions of Approval.

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 Sydenham Station and Bankstown Station, including ten metro stations west of Sydenham and associated ancillary infrastructure. The works include station works, track and rail system facility works and other works to support metro operations.

**Active Transport Corridor**

As part of the exhibited project, Transport for NSW proposed to work with the Department of Planning, Housing and Infrastructure (DPHI) (formerly Department of Planning and Environment) to support the development of an active transport corridor along its alignment, including walking and cycling infrastructure and proposed that Transport for NSW would deliver sections of the active transport corridor around stations. However as stated in Section 9.4 (Other Project elements) of the SPIR, the existing rail corridor would not be widened or changed as part of the preferred project and there would no longer be space to provide for an active transport corridor within the rail corridor. Sydney Metro committed to working with the DPHI, Transport for NSW, and local Councils to determine how an active transport corridor could be delivered outside of the rail corridor and ensure that it would align with the urban renewal corridor.

Sydney Metro also committed to develop a Walking and Cycling Strategy to encourage active transport to the stations. Initiatives identified in the Strategy would be considered during development of the detailed design and Interchange Access Plans for the stations.

Table 11.4 (Revised environmental risk analysis) and Table 14.1 (Other infrastructure elements environmental screening) of the SPIR provide further details and states that the preferred project does not preclude DPHI and local councils from delivering an active transport corridor between Sydenham and Bankstown outside of the rail corridor. The preferred project would include development of a Walking and Cycling Strategy in consultation with stakeholders as described in Chapter 9 of the SPIR to encourage active transport to the station precincts. Active transport routes may include pedestrian footpath upgrades, separated cycleways, shared footpaths and designated pedestrian and cyclist road crossings.

Section 2.2.3 (Transport network adjustments) of Appendix B of the Submissions Report covers enabling works for transport infrastructure which would include “relocation of pedestrian access points into stations and improvements to walkways and lighting, wayfinding, and information signage”.

### Temporary Transport Strategy

Section 2.11 (Alternative transport arrangements) of Appendix B of the Submissions Report described the Temporary Transport Strategy (TTS) which provides options for alternative public transport arrangements during possessions and temporary transport facilities and measures required to support the implementation of temporary transport management plans, to ensure accessible services are provided. The Temporary Transport Strategy (TTS) (Appendix G of the EIS) would be employed for the project and would include development of a temporary transport plan (TTMP) and a temporary transport service plan (TTSP).

Section 5.6.2 of the TTS covers walking and cycling initiatives during possessions and states that ‘each temporary transport plan (TTP) should consider the impacts of the line closure on cyclist and pedestrians including: ..... Assessing the suitability of existing walking and cycling infrastructure to support diverted demand to/from other stations, or for customers who may choose to walk or cycle to their destination rather than use temporary bus services’.

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

This consistency assessment relates to the provision of a temporary active transport corridor between Sydenham and Marrickville Stations during the extended rail shutdown to encourage customers to walk or cycle between Sydenham and Marrickville, to provide an alternative to temporary bus services, and to help make active transport a more convenient, safe and enjoyable option. The proposed temporary active transport corridor runs along the following streets: Railway Parade; Marrickville Road; Meeks Road; Victoria Road; Charlotte Avenue; Myrtle Street; and on an existing path/ cycleway adjacent to the rail corridor between Victoria Road and Station Street at Marrickville.

The works would include:

- Pavement works including provision of new pavement, upgrades to existing gravel footpaths, localised repairs to existing concrete footpaths, kerb adjustments and ramps
- Line marking and signage
- Temporary and permanent lighting
- Inclusion of new pedestrian and cyclist crossings on Marrickville Road and Victoria Road including additional lighting, attached blisters or concrete blister islands
- Removal of redundant infrastructure along the alignment such as concrete blister islands, where required
- Removal of car spaces
  - Up to eight car spaces on along the alignment
- Traffic calming treatments on Marrickville Road/Gerald Street intersection, Meeks Road, Victoria Road, Charlotte Avenue, and Myrtle Street
- Inclusion of a separated cycleway on Meeks Road between Marrickville Road and 133 Meeks Road

- Installation of fencing on part of the existing shared path adjacent to the rail corridor between Victoria Road and Station Street at Marrickville
- Installation of a bike lantern at existing traffic signals at the Railway Parade/Sydenham Road intersection
- Adjustments to traffic lanes on Marrickville Road
- Temporary safety barriers, traffic adjustments, and fencing
- Temporary laydown areas and storage of materials and equipment next to the alignment
- Utility adjustments
- Portable amenities

Works are estimated to commence around June/July 2024 and take approximately two months to complete. The works would occur during both standard construction hours (Mon – Fri 7:00am – 6:00pm and Sat 8:00am – 6:00pm) and during evening and night periods as out of hours works (OOHW). OOHW are required to ensure the ongoing operation of the adjoining roads, and the safety of both workers and road users. Any OOHW would implement the requirements of the Sydney Metro Out Of Hours Works Protocol for the project.

The proposed change would not include any changes to the construction timeframes required for the Approved Project and would have up to 18 workers onsite at any one time.

Waste generated during construction would primarily be from the removal of existing infrastructure to accommodate the temporary active transport corridor, for example removal of existing pavement, adjustments of kerbs and concrete blister islands, utilities works, and construction of pedestrian infrastructure. Waste materials would likely include: surplus construction and finishing materials such as fencing, concrete and paint; general office wastes such as paper, packaging, and food wastes; and sewage waste generated through the use of portable amenities.

Fuel and paint would be used onsite and are considered hazardous substances/dangerous goods.

Plant and equipment required for the proposed change would include:

- Skid steer loader
- Concrete truck
- Small tipper/ hot mix asphalt truck (up to 8 tonne)
- Small excavator (up to 7 tonne)
- Mobile portable toilets
- Line marking machine
- Asphalt scabber
- Plate compactor
- Upright rammer
- Concrete vibrator
- Jackhammer
- Temporary lighting
- Diesel electric generators

- Acoustic blankets
- Hand tools

**Table 1 - Comparison of the proposal with relevant elements of the Approved Project**

Relevant elements of the Approved Project	Proposed change
<p><b>2.2.3 (Transport network adjustments) of Appendix B of the Submissions Report</b></p> <p>Enabling works for transport infrastructure, including roads, would reduce the duration of construction works and associated disruptions to traffic and surrounding land uses. The indicative transport network adjustments proposed to be undertaken as part of enabling works would generally include:</p> <ul style="list-style-type: none"> <li>• Relocation of pedestrian access points into stations and improvements to walkways and lighting, wayfinding, and information signage</li> <li>• Changes to parking, including on and off-street parking and access changes</li> </ul>	<p>Transport network adjustments such as improvements to pedestrian infrastructure and changes to parking arrangements are impacts that have been identified as part of the Approved Project.</p> <p>The proposed change would not result in any new environmental impacts beyond those considered in the Approved Project. The proposed change would result in alter the location of these impacts.</p> <p>This consistency assessment provides an assessment of the proposed change.</p>
<p><b>2.11 (Alternative transport arrangements) of Appendix B of the Submissions Report</b></p> <p>Guided by the Temporary Transport Strategy, temporary transport plans would be prepared for each possession period prior to works being undertaken, to manage the alternative transport arrangements. The temporary transport plan would define the initiatives to be implemented through the TTMP to assist customers affected by closures of the rail line, and the measures to minimise potential impacts associated with proposed alternative arrangements.</p> <p>A temporary transport plan would identify the need for construction of additional infrastructure within the vicinity of the project area to support its implementation. It would also identify the need for construction of additional infrastructure beyond the vicinity of the project area, and any need for additional assessment and approval of construction of this infrastructure would be considered by the proponent</p>	<p>Development of the Temporary Transport Plan for the extended rail possession of the T3 Bankstown Line between Sydenham and Bankstown (As assessed under Consistency Assessment <a href="#">TfNSW 72</a>) has identified the need for a temporary active transport corridor between Sydenham and Marrickville beyond the vicinity of the project area.</p> <p>This Consistency Assessment provides an assessment of the proposed change.</p>

### 3. Timeframe

Works are estimated to commence around June/July 2024 and take approximately two months to complete. The proposed change does not include any changes to the construction timeframes required for the Approved Project.

The temporary active transport corridor would operate during the extended rail shutdown of the T3 Bankstown Line between Sydenham and Bankstown. The active transport corridor is a temporary measure only that is intended to be replaced by the Marrickville Road east project which would be delivered by Council and the east-west pedestrian cyclist link (EWPCL) which would be developed by Sydney Metro, in consultation with other parties, at a later date.

### 4. Site description

Works would be carried out along the following streets between Sydenham and Marrickville Stations: Railway Parade; Marrickville Road; Meeks Road; Victoria Road; Charlotte Avenue; Myrtle Street; and on an existing path/ cycleway adjacent to the rail corridor between Victoria Road and Station Street at Marrickville. The works would occur in the suburbs of Sydenham and Marrickville in the Inner West local government area (LGA).

The works are located within the road reserve and the roads are owned and maintained by Council. The works are located outside the indicative construction footprint as shown in the EIS, the SPIR and the SR.

Figures showing the location of the proposed works are provided in Appendix A.

### 5. Site Environmental Characteristics

The proposed change is located along various local roads and an existing shared path in the suburbs of Sydenham and Marrickville within the Inner West LGA. The works would occur in an urban area and the adjoining land uses are zoned a mixture of SP2 (Rail infrastructure facilities), R2 (low density residential), E1 (local centre) and E4 (General Industrial).

The environment for the proposed change can be described as typical urban street scape and an industrial environment. The route is bordered by gutters, footpaths, and nearby vegetation consists of planted street trees within the road reserve. There are no natural waterways within the site and rainfall runoff from the area enters stormwater pits located within the kerb side gutter.

The works closer to Marrickville are generally bordered by residential properties with street trees and the works closer to Sydenham are generally commercial or industrial buildings and businesses with a treeless streetscape. There is no known protected flora or fauna or other 'sensitive areas' within the site.

- **Railway Parade:** is a sealed road that sits across two levels. The lower level where the temporary active transport corridor will run is a two lane road with one lane of traffic in each direction. Car parking is available on the southern side of the road and pedestrian facilities on the northern side of the road.
- **Marrickville Road:** is a sealed two-lane road with one lane in each direction and street parking and pedestrian facilities available on either side of the road.
- **Meeks Road:** is a sealed two-lane road with one lane in each direction and street parking and pedestrian facilities available on either side of the road.
- **Victoria Road:** This part of Victoria road is a sealed two-lane road with one lane in each direction and street parking available on part of the road with an existing cycle path on the other side.
- **Charlotte Avenue:** is a sealed two-lane road with one lane in each direction and street parking and pedestrian facilities available on either side of the road

- Myrtle Street: is a sealed two-lane road with one lane in each direction and street parking and pedestrian facilities available on one side of the road with an existing cycle path on the other side.
- The path between Victoria Road and Station Street at Marrickville is an existing concrete shared path.

There are a number of local heritage items along the alignment including: a brick retaining wall on the eastern end of Marrickville Road and Railway Parade and a heritage listed building on Myrtle Street. Additionally Sydenham and Marrickville Stations are State Heritage listed items. Further information on heritage listings and impacts to site environmental characteristics are discussed in Section 10 and Section 11 below.

## 6. Justification for the proposed change

Provision of a temporary active transport corridor between Sydenham and Marrickville Stations during the extended rail shutdown to encourage customers to walk or cycle between Sydenham and Marrickville, to provide an alternative to temporary bus services, and to help make active transport a more convenient, safe and enjoyable option.

## 7. Environmental Benefit

Operation of the temporary active transport corridor is expected to create socio-economic benefits around accessibility and connectivity including:

- Improved community interaction
- Decreased reliance on motor vehicle transport for short trips
- Improved health and wellbeing associated with pedestrian and cycling activities rather than motor vehicle use
- Enabling people to cycle or walk safely on a designated route

Operation of the temporary active transport corridor is expected to create sustainability benefits if some residents are using active transport instead of motor vehicles and may also help moderate parking demand at stations if residents have an alternative to motor vehicle use.

## 8. Control Measures

Will a project and site specific EMP be prepared?	<input checked="" type="checkbox"/> Yes - A CEMP would be prepared for the temporary active transport corridor works. A TTMP would also be prepared to plan and deliver an integrated, multi-modal transport network during the extended rail possession.	Are appropriate control measures already identified in an existing EMP?	<input type="checkbox"/> Yes
	<input type="checkbox"/> No		<input checked="" type="checkbox"/> No

## 9. Conditions of approval / Environmental mitigation measures

Number	Condition of Approval/ Environmental mitigation measure	Discussion on relevance and consistency for proposed change
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CoA 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 (TTMP) would be prepared and implemented one month prior to the Temporary Transport Plan. The proposed change has been identified as part of this process but have been assessed separately in this consistency assessment.
TC1	Guided by the Temporary Transport Strategy, detailed temporary transport plan/s would be developed prior to construction to manage the movement of people along the T3 Bankstown Line during possession periods. The plans would be developed in consultation with key stakeholders ... and would address the requirements specified by the Temporary Transport Strategy.	A Temporary Transport Management Plan (TTMP) would be finalised one month prior to the extended rail shutdown. The proposed change has been identified as part of this process. The proposed change has been identified as part of this process but have been assessed separately in this consistency assessment.
TC10	Sydney Metro 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.	The proposed change would remain consistent with REMM TC10. Community consultation has been implemented to ensure that the community is aware of the new active transport corridor.
TC17	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community notification.	The proposed change would remain consistent with REMM TC17. Community consultation has been implemented to ensure that the community is aware of the new active transport corridor.
TC18	A condition survey would be undertaken to confirm changes to routes proposed to be used by pedestrians and/or cyclists are suitable (e.g. suitably paved and lit), with identified modification requirements discussed with the Inner West and/or Canterbury-Bankstown councils and implemented prior to use of the routes.	A review of the route has identified a number of improvements to ensure the active transport corridor is suitable for use by pedestrians and cyclists. Modification requirements are included in this consistency assessment (refer to section 2).
TO3	Transport for NSW would develop a Walking and Cycling Strategy in consultation with Inner West Council, Canterbury-Bankstown Council and other relevant stakeholders, which would identify walking and cycling facilities to encourage active transport to the station precincts.	This temporary active transport corridor does not form part of the Walking and Cycling Strategy which would be implemented at a later date.
NVC5	The Construction Noise and Vibration Strategy would be implemented with the aim of achieving the noise management levels where feasible and reasonable.	The proposed change would remain consistent with REMM NVC5.
NVC16	An Out of Hours Work Strategy would be prepared, in consultation with the Environment Protection Authority, to guide the assessment, management, and approval of works outside recommended standard hours.	An OOHW strategy would be used for any OOHW. The proposed change would remain consistent with REMM NVC16.

NAH14	An unexpected finds procedure would be developed and included in the construction heritage management plan.	A heritage management plan is not required for these works but the Sydney Metro Unexpected Heritage Finds Procedure would be used in the event of an unexpected heritage find.
NAH18 and AH5	In the event that unexpected Aboriginal items, or archaeological remains, relics, or potential heritage items are discovered during construction, all works in the immediate area would cease, and the unexpected finds procedure would be implemented.	The proposed change would remain consistent with REMM NAH18.
SO1	Sydney Metro Transport for NSW would continue to work with stakeholders and the community to ensure they are informed about the project and have opportunities to provide feedback to the project team. The existing community contact and information tools would remain in place throughout the duration of the project. Consultation prior to and during construction would involve the use of appropriate tools, including, but not limited to, tools such as community information sessions, forums, briefings, and displays; distribution of project materials in a variety of languages.	The proposed change would remain consistent with REMM SO1.
LV5	Lighting would be designed in accordance with AS 4282 Control of the Obtrusive Effects of Outdoor Lighting. Lighting would be designed to minimise light spill and glare into adjoining areas	The proposed change would remain consistent with REMM LV5.
SC1	Erosion and sediment control measures would be implemented in accordance with <i>Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004) and Managing Urban Stormwater: Soils and Construction Volume 2A (DECC, 2008)</i> . Measures would be designed as a minimum for the 80th percentile, five-day rainfall event.	The proposed change would remain consistent with REMM SC1.
FHW5	Detailed construction planning would consider flood risk for all compounds and work sites. This would include identification of measures to not worsen existing flooding characteristics.	The proposed change would remain consistent with REMM FHW5 and would consider the impacts of flooding on the work sites.
FHW8	Erosion and sediment mitigation measures would be installed and maintained for the duration of the construction period.	The proposed change would remain consistent with REMM FHW8.
HRS4	All utilities adjustments or relocation would be undertaken in accordance with the Utilities Management Framework.	The proposed change would remain consistent with REMM HRS4.
WM6	All waste would be assessed, classified, managed and disposed of in accordance with the Waste Classification Guidelines (EPA, 2014).	The proposed change would remain consistent with REMM WM6.

Will the proposed change 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	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	<p>There is no remnant native vegetation mapped within the proposal area (refer Appendix B). There are no impacts predicted to biodiversity as a result of the proposed change.</p> <p>No change from the Approved Project.</p>	No additional measures required.	Y	N	Y	
Water	<p>The flood mapping in the EIS (Figure 21.11) shows parts of the corridor are located in areas mapped as high and low flood hazard. The works are unlikely to worsen existing flooding characteristic of the area but flood events during construction have the potential to temporarily impact on construction sites and construction activities. Construction planning would consider flood risk for all compounds and work sites.</p> <p>Similar to the Approved Project, the works have the potential to cause impacts to water quality through sediment and other pollutants such as fuel or paint and garbage entering the stormwater system but will be managed in accordance with existing measures (refer section 9).</p> <p>No change from the Approved Project.</p>	No additional measures required.	Y	N	Y	
Soils and contamination	<p>Similar to the Approved Project, the proposed change would include ground disturbing works and has the potential to cause impacts to soil quality through spills of paint or leaks from vehicles and equipment. These impacts would be managed in accordance with existing measures.</p>	No additional measures required	Y	N	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	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>Works would occur progressively along the route and large areas of ground disturbance are not anticipated.</p> <p>Erosion and sediment control measures would be implemented in accordance with <i>Managing Urban Stormwater: Soils and Construction Volume 1</i> (Landcom, 2004) and <i>Managing Urban Stormwater: Soils and Construction Volume 2A</i> (DECC, 2008).</p> <p>No change from the Approved Project.</p>					
Air quality	<p>Similar to the Approved Project, the works have the potential to cause impacts to air quality through dust generation from excavation, pavement removal, adjustments to concrete islands and emissions from plant and machinery</p> <p>Any emissions or dust generated by the works are anticipated to be localised and minimal and will be managed in accordance with existing measures.</p> <p>No change from the Approved Project.</p>	No additional measures required	Y	N	Y	
Noise and vibration	<p>The construction of the proposed change will require works to be undertaken closer to new receivers than works assessed within the planning approval. The nearest residential receiver is approximately two metres from the works and the nearest commercial receiver is directly adjacent to the works.</p> <p>Due to access and safety requirements works are proposed to be undertaken during both standard construction hours and as OOHV. The projects OOHV Strategy would be used to guide the</p>	No additional mitigation measures.	Y	N	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	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>assessment, management, and approval of works outside recommended standard hours.</p> <p><b>Noise</b></p> <p>The main source of noise is likely to be from use of plant and machinery such as generators, jackhammers and excavators.</p> <p>The majority of receivers have been identified in noise catchment area 1 (NCA01) of the Technical Paper 2: Noise and vibration.</p> <p>Exceedances of noise management levels (NMLs) were predicted at NCA01 during multiple construction scenarios during daytime, evening and nighttime periods. Multiple construction scenarios resulted in high noise impact levels (over 75 dB) during standard day time, evening and night time periods. Noise impacts from the proposed change are expected to be consistent or lower than this assessment.</p> <p>Noisy works would be undertaken during standard hours or prior to 10pm, where possible. Noise and vibration would be managed through the Sydney Metro Construction Noise and Vibration Strategy (CNVS) and existing project REMMs and CoA. Additional mitigation measures that may be implemented to reduce noise impacts to receivers are outlined in the Sydney Metro CNVS.</p> <p><i>Traffic Noise</i></p> <p>Additional construction vehicles would be needed on local roads to facilitate the proposed change. However only a relatively small number of vehicles would be needed and the additional</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	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>impact from traffic noise is considered to be negligible.</p> <p><b>Vibration</b></p> <p>Construction activities require the use of vibration intensive equipment that may adversely impact the nearest sensitive receivers. Recommended vibration limits for human comfort and building protection have been identified in Table 13 and 14 of Technical Paper 2: Noise and vibration. Where works occur within minimum safe working distances, reasonable and feasible mitigation would be considered in line with the Sydney Metro CNVS.</p>					
Aboriginal Culture and Heritage	<p>An AHIMS search completed 23.04.24 (refer Attachment B) found one AHIMS site within the vicinity of the works, however no known Aboriginal heritage items or areas of sensitivity are present along the temporary active transport corridor route and there is low potential for any to be encountered considering the disturbed nature of the site.</p> <p>No impacts to Aboriginal heritage are anticipated. Any unexpected finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure and Exhumation Management Procedure.</p> <p>No change from the Approved Project.</p>	No additional measures required.	Y	N	Y	
Historic Heritage	<p>A search of the State Heritage Register (SHR), Section 170 Heritage and Conservation Registers and applicable Inner West Council Local Environmental Plan on 2 May 2024 identified a</p>	No additional measures required.	Y	N	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	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>couple of local heritage items along the alignment:</p> <ul style="list-style-type: none"> <li>• Brick retaining wall on Marrickville Road (eastern end) and Railway Parade (I1261)</li> <li>• Stone House on 1 Myrtle Street (I1270)</li> </ul> <p>Additionally Sydenham Railway Station Group (01254) and Marrickville Railway Station Group (01186) are State Heritage listed items.</p> <p>The works would be undertaken within the curtilage of the brick retaining wall on Marrickville Road (Railway Parade) however the works on railway parade are limited to path marking, signage and minor pavement repairs and are separated from the retaining wall by approximately 13 metres.</p> <p>The works are outside the curtilage for the other heritage items.</p> <p>Where vibration intensive works occur within minimum safe working distances to heritage items, reasonable and feasible mitigation would be considered in line with the Sydney Metro CNVS.</p>					
Community and socio-economic	<p>Temporary construction noise, vibration, dust, and traffic may contribute to reduced local amenity for sensitive receivers. These impacts are addressed in other sections of this table.</p> <p>Nearby residents and businesses would be informed about the nature and timing of the work and provided with project contact details prior to works commencing.</p>	No additional measures required	Y	N	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	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	Community benefits from the proposed change are discussed in Section 11.					
Traffic and transport	<p>Construction activities would result in temporary road network modifications, lane closures and detours, as well as impacting pedestrian and cycling access.</p> <p>The works may cause temporary disruption to road users and community members, particularly those that live adjacent to the works. However, access to properties would be maintained at all times.</p> <p>The works will require a reduction of up to eight car parking spaces during construction and operation.</p>	No additional measures required	Y	N	Y	
Waste and resource management	<p>The proposed change would cause a minor increase in the volume of waste generated.</p> <p>It is expected that this minor increase in waste can be managed appropriately by the existing conditions of approval, performance outcomes, and REMMs.</p> <p>No change from the Approved Project.</p>	No additional measures required.	Y	N	Y	
Visual	<p>Similar to the Approved Project, there would be minor visual impacts associated with construction works, disturbed areas, fencing, plant and equipment. These impacts would be temporary and disturbed areas would be stabilised at the end of construction works.</p> <p>Night works may result in light spill on neighbouring properties. Lighting would be</p>	No additional measures required.	Y	N	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	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>designed to minimise light spill and glare into adjoining areas.</p> <p>It is expected that visual impacts can be managed appropriately by the existing conditions of approval and REMMs.</p> <p>No change from the Approved Project.</p>					
Land use and property	There would be no change to land use as identified within the Approved Project.	No additional measures required.	Y	N	Y	
Hazard and risk	Similar to the Approved Project, the works have the potential to cause impacts to water and soil quality through spills of hazardous goods such as fuel or paint.	No additional measures required.	Y	N	Y	
Other (utilities)	The works may require some adjustment and connection to utilities. Similar to the Approved Project the works have the potential to impact upon these services. It is expected that minor impacts to utilities can be managed appropriately by the existing conditions of approval, performance outcomes, and REMMs. No change from the Approved Project.	No additional measures required.	Y	N	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.	Y	N	Y	

## 11. Impact Assessment – Operation

The temporary active transport corridor would operate during the extended rail shutdown of the T3 Bankstown Line between Sydenham and Bankstown. The active transport corridor is a temporary measure only that is intended to be replaced by the Marrickville Road east project which would be delivered by Council and the east-west pedestrian cyclist link (EWPCL) which would be developed by Sydney Metro, in consultation with other parties, at a later date.

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	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	No change from Approved Project.	No additional measures required.	Y	N	Y	
Water	No change from Approved Project.	No additional measures required.	Y	N	Y	
Soils and contamination	No change from Approved Project.	No additional measures required.	Y	N	Y	
Air quality	Operation of the temporary active transport corridor is expected to create benefits if some residents are using active transport instead of motor vehicles such as decreased emissions from vehicles. No change from the Approved Project.	No additional measures required.	Y	N	Y	
Noise and vibration	During operation the temporary active transport corridor would be used by an increased number of pedestrians, cyclists and other non-motorised forms of transport. These activities generate very low noise levels. Noise sources during operation of the proposed change would mainly be generated from people talking which would be minimal compared to noise from motor vehicles and aircraft noise in the area.	No additional measures required.	Y	N	Y	
Aboriginal Culture and Heritage	No change from the Approved Project.	No additional measures required.	Y	N	Y	
Historic Heritage	No change from the Approved Project.	No additional measures required.	Y	N	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	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Community and socio-economic	<p>Operation of the temporary active transport corridor is expected to create socio-economic benefits around accessibility and connectivity including:</p> <ul style="list-style-type: none"> <li>Improved community interaction</li> <li>Decreased reliance on motor vehicle transport for short trips</li> <li>Improved health and wellbeing associated with pedestrian and cycling activities rather than motor vehicle use</li> <li>Enabling people to cycle or walk safely on a designated route.</li> </ul>	No additional measures required.	Y	N	Y	
Traffic and transport	<p>Net loss of up to eight car parking spaces during operation of the temporary active transport corridor.</p> <p>Operation of the temporary active transport corridor is expected to reduce motor vehicle use for short trips if some residents are using active transport instead of motor vehicles and reduce demand for rail replacement buses between Sydenham and Marrickville. It is also expected to help moderate parking demand at stations if residents have an alternative to motor vehicle use.</p>	No additional measures required.	Y	N	Y	
Waste and resource management	<p>Minor increase in resource use from additional lighting.</p> <p>No change from Approved Project.</p>	No additional measures required.	Y	N	Y	
Visual	During operation the proposed change would introduce additional lighting and signage both of	No additional measures required.	Y	N	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	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	which have been considered in the planning approval. No change from Approved Project.					
Land use and property	No change from Approved Project.	No additional measures required.	Y	N	Y	
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	N	Y	
Other	N/A	No additional measures required.	Y	N	Y	

## 12. Consistency with the Approved Project

Question	Response
Is the project (including the proposed changes) consistent with the conditions of approval?	The proposed change 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?	The proposed change is consistent with the objectives and functions of elements of the Approved Project. The purpose of the proposed change is to provide a temporary active transport corridor between Sydenham and Marrickville Stations during the extended rail shutdown to encourage customers to walk or cycle between Sydenham and Marrickville, to provide an alternative to temporary bus services, and to help make active transport a more convenient, safe and enjoyable option. This is considered consistent with facilitating the extended rail shutdown and identifying necessary infrastructure to facilitate this.
Are the environmental impacts of the proposed change consistent with the impacts of the Approved Project?	The proposed change would result in some minor changes to impacts such as loss of additional parking spaces along the alignment. These additional impacts are considered minor in nature and the level of impact for the proposed change would remain consistent with the Approved Project. Potential environmental impacts can be adequately managed through the use of existing REMMs, POs and CoA.
Are there any new environmental impacts as a result of the proposed works/project changes?	The proposed change would not result in any new environmental impacts beyond those considered in the Approved Project. The proposed change would result in minor changes to impacts such as loss of additional parking spaces along the alignment, however parking removal has been assessed as part of the Approved Project.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed change 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 can be managed with the existing REMMs, POs and CoA. No additional mitigation measures are proposed.
Would any Conditions of Approval be required to be changed as a result of the proposed change (having regard to the above assessment)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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

<b>Identify all other approvals required for the proposed works:</b>	OOHW permit to be obtained prior to works commencing.
--	---

### 14. Recommendation

Based on the above impact assessment, and with reference to the Sydney Metro Sydenham to Bankstown EIS, SPIR and Submissions Report, 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).	<input checked="" type="checkbox"/>
The proposed change is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application.	<input type="checkbox"/>
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.	<input type="checkbox"/>

## 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:	██████████	Signature:	██
Title:	A/Senior Manager Planning Approvals		
Company:	Sydney Metro	Date:	13/05/2024

## Assessment Supporting Signature

Application supported and submitted by

Name:	██████████	Date:	14/05/2024
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:	██████████	Date:	14 May 2024
Title:	Director Project ESP (C&SW)	Comments:	
Signature:	████████████████████		

## Appendix A – Figures



Figure A1: Proposed Temporary Active Transport Corridor alignment between Sydenham and Marrickville Stations shown with a black dashed line

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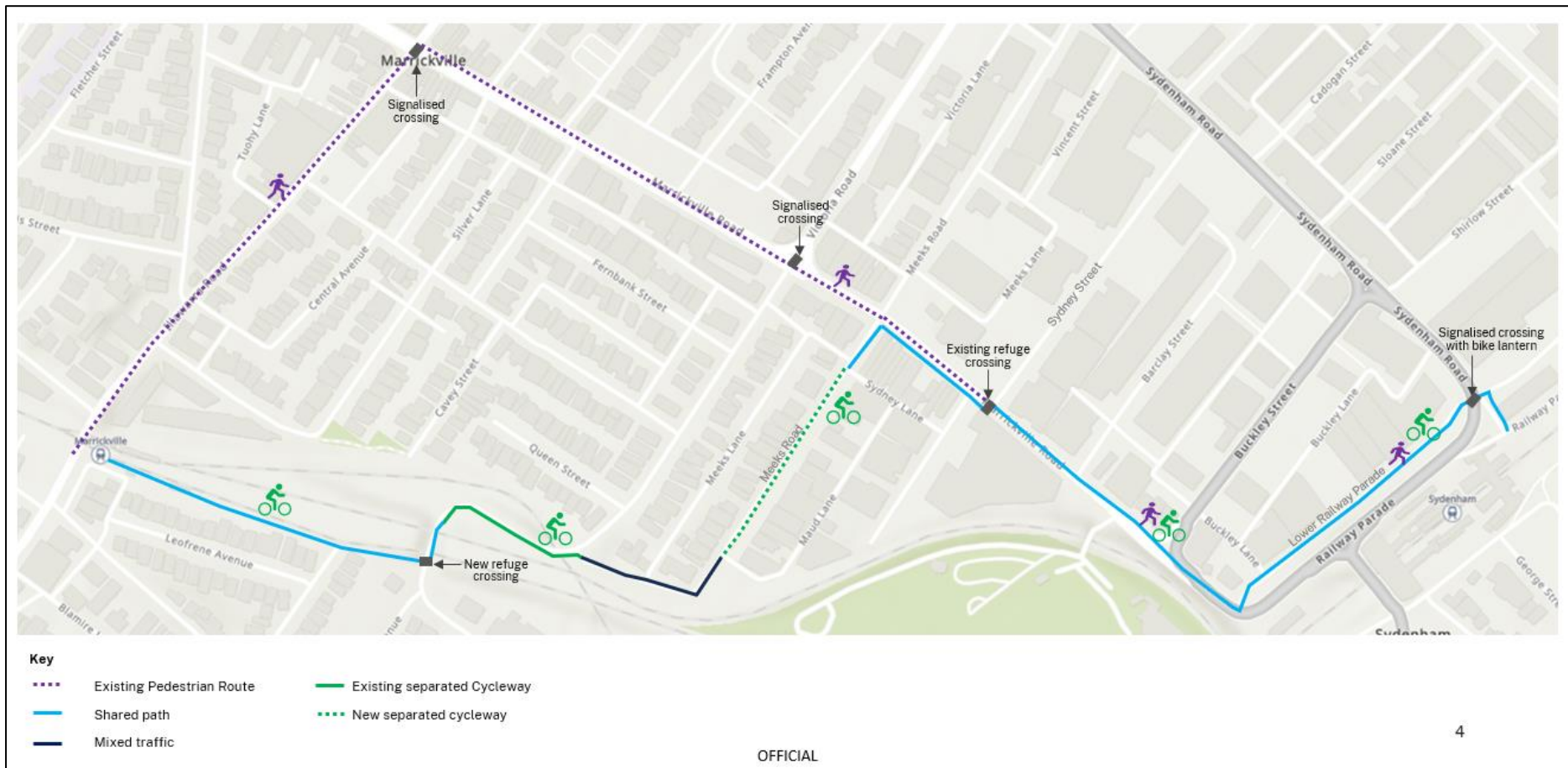


Figure A2: An overview of works proposed along the Temporary Active Transport Corridor alignment and identification of an existing alternative pedestrian route

## Appendix B – Desktop Searches



Date: 23 April 2024

Level 13/255 Pitt St  
Sydney New South Wales 2000

Attention:

Email:

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -33.9235, 151.1444 - Lat, Long To : -33.9057, 151.1753, conducted by on 23 April 2024.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for



search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

<b>1</b>	<b>Aboriginal sites are recorded in or near the above location.</b>
<b>0</b>	<b>Aboriginal places have been declared in or near the above location. *</b>

### **If your search shows Aboriginal sites or places what should you do?**

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

### **Important information about your AHIMS search**

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.

Date: 23 April 2024

Level 13/255 Pitt St  
Sydney New South Wales 2000

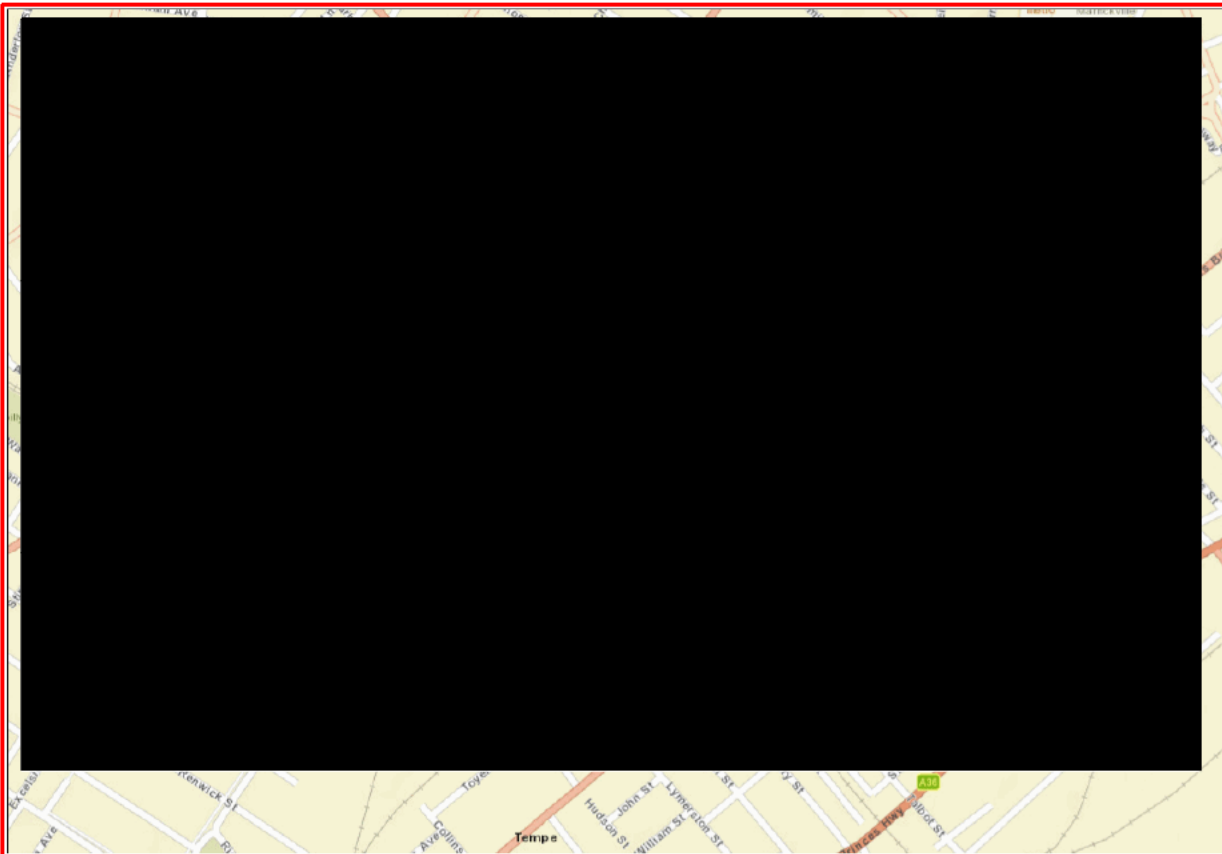
Attention: [REDACTED]

Email: [REDACTED]

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -33.9158, 151.159 - Lat, Long To : -33.9113, 151.1667, conducted by [REDACTED] on 23 April 2024.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

<b>1</b>	<b>Aboriginal sites are recorded in or near the above location.</b>
<b>0</b>	<b>Aboriginal places have been declared in or near the above location. *</b>



### **If your search shows Aboriginal sites or places what should you do?**

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
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- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.




# Inner West Local Environmental Plan 2022

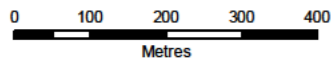
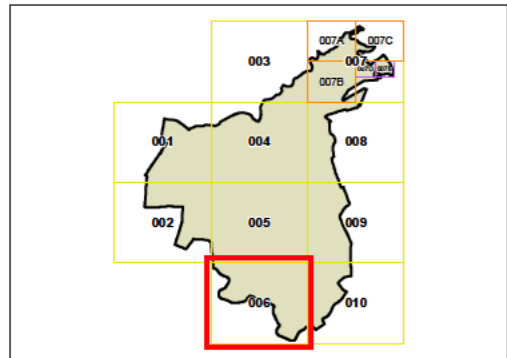
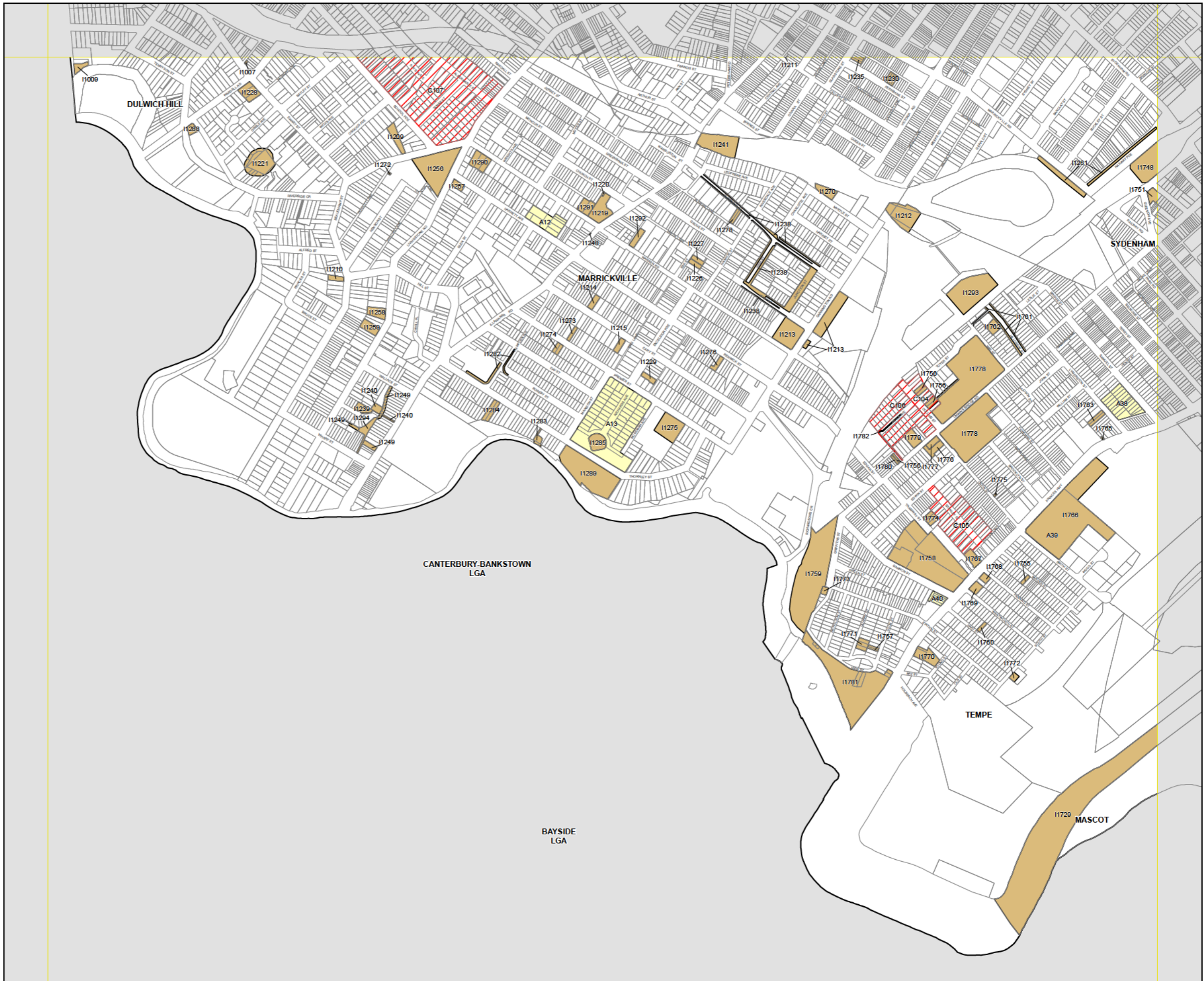
## Heritage Map - Sheet HER\_006

### Heritage

-  Conservation Area -
-  Item - Archaeological
-  Item - General
-  Item - Landscape

### Cadastre

-  Cadastre 07/07/2022 © Spatial Services



Projection: GDA 1994  
MGA Zone 56

Scale: 1:10,000 @ A3

Map Identification Number: 4170\_COM\_HER\_006\_010\_20220707



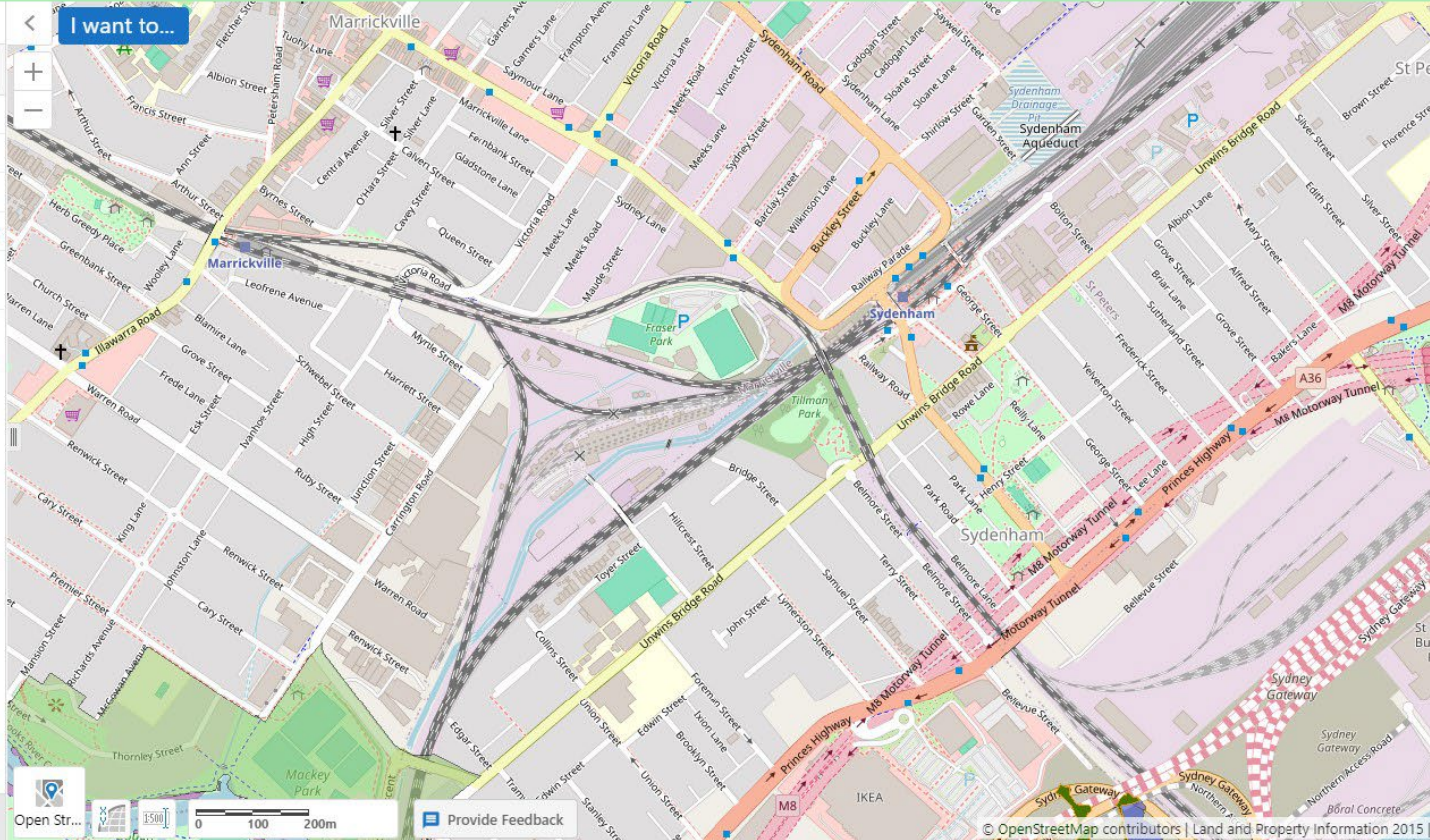
Legend

Filter Swatches...



Filter

- + Biodiversity Values
- + EPI Protection Layers
- + TEC\_GreaterSydney
- + Vegetation Map - Cumberland Plain West - VIS 4207
- + Vegetation Map - Sydney Metro Area v3.1 2016 E - VIS 4489



Open Str...



Provide Feedback



Legend

Filter Swatches... Filter

- State Heritage Register - Curtilage
  - State Heritage Register Curtilage
- EPI Primary Planning Layers
- Heritage
  - Aboriginal Place of Heritage Significance
  - Conservation Area - Aboriginal
  - Conservation Area - Archaeological
  - Conservation Area - General
  - Conservation Area - Landscape
  - Item - Aboriginal
  - Item - Archaeological
  - Item - General
  - Item - Landscape

Open Str... 0 50 100m Provide Feedback

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# State Heritage Inventory

Start your search

**VIEW RESULTS**

Advanced search ▾

View NSW Heritage:

**Map**

A-Z ↓

Statutory list

CLEAR SPATIAL RESULTS

Layers

- Heritage Planning
  - Aboriginal Place
  - State Heritage Register
  - Interim Heritage Order
  - SEPP
  - Local Environmental Plan
  - World Heritage Site
- Heritage Subject
  - NSW Historic Regions
  - Thematic History
- Base Layers
  - Lot
  - Local Government Area
  - Local Aboriginal Land Council
  - NPWS Estate

