



# Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

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<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Sydney Metro stations contractor
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## 1. Existing approved project

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

SSI-22765520: Sydney Metro West – Major civil construction between Rail infrastructure, stations, precincts and operations (Stage 3 of the planning approval process for Sydney Metro West)

Date of determination:	Stage 3 – 26 January 2023	Type of planning approval:	Critical State Significant Infrastructure (CSSI) (Division 5.2)
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Relevant background information (including EA, REF, Submissions Report, Director General’s Report, MCoA):

Sydney Metro West is a staged State Significant Infrastructure (SSI) application under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

All proposed work identified in this Consistency Assessment would be carried out in accordance with the following planning approval documentation:

- *Sydney Metro West Environmental Impact Statement – Rail infrastructure, stations, precincts and operations (SSI-22765520)* (Sydney Metro, March 2022) (referred to throughout this document as ‘the EIS’)
- *Sydney Metro West Response to Submissions Report – Rail infrastructure, stations, precincts and operations (SSI-22765520)* (Sydney Metro, August 2022) (referred to throughout this document as ‘the Rts’)
- Sydney Metro West – Rail infrastructure, stations, precincts and operations – Instrument of Approval (25/01/2023)

A Concept State Significant Development Application (SSDA) for the Parramatta Station over and adjacent station development (SSD-35538829), is being progressed under Section 4.22 of the EP&A Act. Determination on the SSDA is expected in 2024.

Description of existing approved project you are assessing for consistency:

### Sydney Metro West (the Concept)

Sydney Metro West (the Concept) involves the construction and operation of a metro rail line around 24 kilometres long between Westmead and Hunter Street in the Sydney central business district (CBD). The key components include (as described in Chapter 6 of the Sydney Metro West – Concept and Stage 1 (major civil construction between Westmead and The Bays) Environmental Impact Statement (EIS)):

- Construction and operation of new passenger rail infrastructure between Westmead and the Sydney CBD, including:
  - Tunnels, stations (including surrounding areas) and associated rail facilities
  - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure (including stations and surrounding areas)
- Provision for future integrated station and/or precinct development
- Ancillary development.

The Concept was determined on 11 March 2021.

### **Sydney Metro West - all major civil construction work between Westmead and The Bays (Stage 1)**

Sydney Metro West – Concept and Stage 1 (major civil construction between Westmead and The Bays), including station excavation and tunnelling, was determined on 11 March 2021. It is noted that this Consistency Assessment does not relate to any aspects of Stage 1. The scope of the proposal included establishment of a construction site at Parramatta for the future Parramatta metro station site. This involved clearing of existing structures, vegetation, removal and archival recording of archaeology and excavation of the station box. At the end of the Stage 1 construction phase, contractor(s) would demobilise all construction equipment, site sheds and other temporary construction site elements not required for future construction stages and stabilise the construction sites prior to the construction of future stages.

### **Sydney Metro West - all major civil construction work and tunnelling between The Bays and Sydney CBD (Stage 2)**

The major civil construction work between The Bays and Sydney CBD, including station excavation and tunnelling was determined on 24 August 2022. It is noted that this Consistency Assessment does not relate to any aspects of Stage 2.

### **Sydney Metro West - Rail infrastructure, stations, precincts and operations (Stage 3, The approved project)**

The EIS for Sydney Metro West - Rail infrastructure, stations, precincts and operations was on public exhibition from 23 March to 4 May 2022 and determined on 25 January 2023. The scope of the approved project includes:

- fit-out of tunnels including rail systems for metro train operations
- construction, fit-out and operation of:
  - metro station buildings and the surrounding metro precincts
  - a services facility and traction substations
  - a control centre, test track and stabling and maintenance facility at Clyde
- space for non-station uses at metro stations (e.g., retail, commercial and/or community facilities)
- provisions for over and/or adjacent station development within metro precincts
- rail interchange support works, including work to the existing T1 Western Line at Westmead and T9 Northern Line at North Strathfield
- transport network modifications such as new interchange facilities and changes to public transport networks to serve metro stations
- subdivision of sites
- operation and maintenance of the Sydney Metro West line.

This Consistency Assessment relates to the Sydney Metro West - Rail infrastructure, stations, precincts and operations planning approval.

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

The proposed change relates to the descoping of a temporary pedestrian connection through the Parramatta metro station construction site. The approved project's Revised Environmental Mitigation Measure (REMM) EIS-TT18 stated that a temporary north-south pedestrian route would be provided between Macquarie Street and George Street at the Parramatta metro station construction site, with some short-term closures potentially being required. This arrangement was pictured in Figure 4-9 of Section 4.0 of the Revised Proposal Description (Appendix B of the RtS) where a temporary pedestrian connection was shown running through the Parramatta metro station construction site in the general location of the future Civic Link. The approved project outlined that construction site layouts at each station location were indicative, with potential for changes to occur following detailed construction planning.

Following detailed construction planning, it has been identified that providing a temporary through-site connection, either through use of a temporary modular bridge or a ground-level temporary walkway would be unsuitable due to:

- width and weight constraints typically experienced with temporary modular bridges and ground-level walkways that may limit pedestrian capacity
- potential impacts to construction activities at the site, including the movements of construction equipment and machinery. While the approved project identified that this access may be periodically closed to accommodate for construction activities, repeated demobilisation of the through-site link and establishment of further secondary temporary pedestrian network modifications would be onerous on the Stations contractor and inconvenient for pedestrians.
- safety and security risks associated with pedestrians travelling through or over the site, including potential for personal injury or harm from construction equipment, and potential for pedestrians to gain unauthorized access into the site.

As an alternative to the temporary through-site connection assessed for the approved project (Appendix A), pedestrians travelling on George Street and Macquarie Street would travel about 90 metres east from the general location of the future Civic Link towards Smith Street. This would be a continuation of the existing arrangement established under the previous planning approval (Concept and Stage 1) and has been agreed with City of Parramatta Council through ongoing consultation.

Smith Street offers wide footpaths, up to about 6 metres wide, which are suitable to high pedestrian volumes. The use of Smith Street as an alternative pedestrian connection would provide greater safety benefits than the temporary through-site connection identified in the approved project and would improve alignment with Crime Prevention Through Environmental Design (CPTED) principles. Directing pedestrians to Smith Street, away from the construction site, would limit opportunities for pedestrians to gain unauthorised access to the construction site providing for greater movement control. Smith Street is a key vehicle movement corridor which offers a high level of passive surveillance from regular flows of passing vehicles, as well as commercial office spaces which run along the streetscape between the existing Parramatta Station and Parramatta River. The use of a temporary modular bridge or a ground-level temporary walkway has been identified to have potential for a reduced level of visibility from surrounding streetscapes and buildings. As such, the proposed change to use Smith Street as a temporary north-south pedestrian connection during construction would provide greater safety benefits than the through-site link proposed under the approved project.

Sydney Metro would participate in ongoing consultation with City of Parramatta Council and the Powerhouse Museum regarding the delivery of wayfinding on Smith Street throughout construction of the approved project.

The indicative construction site layout and temporary through-site connection assessed for the approved project is shown in Appendix A. The revised temporary pedestrian connection subject of this consistency assessment is shown in Appendix B.

Relevant elements of the approved project	Proposed change
<p><b>Environmental Impact Statement – Construction traffic, access, transport network modifications and parking (Section 6.5.2)</b></p> <p>Temporary transport network adjustments would be required to support construction. This may include the continuation of adjustments put in place as part of the work carried out under the previous Sydney Metro West planning applications and/or new adjustments to support this proposal. This would generally include:</p> <ul style="list-style-type: none"> <li>• road modifications and intersection work to facilitate the movement of construction vehicles</li> <li>• measures to provide for the ongoing function and safety of existing transport networks</li> <li>• temporary changes to pedestrian and cycling infrastructure</li> </ul>	<p>The indicative construction site layout at Parramatta Station was shown in Figure 4-9 of Appendix B (Revised Proposal Description) of the RtS and is included in Appendix A of this consistency assessment. The indicative construction site layout would be revised to reflect Smith Street as a primary north-south pedestrian connection around the approved construction site. This is shown in Appendix B.</p> <p>The use of Smith Street as an alternative to providing a north-south connection directly through the Parramatta metro station site would be a temporary arrangement during construction of the approved project and would be a continuation of the arrangement established under the previous planning approval (Concept and Stage 1).</p> <p>Completion of the future Civic Link for operations would restore the through-site connection between George Street and Macquarie Street that was removed under</p>

<ul style="list-style-type: none"> <li>temporary changes to the existing public transport network.</li> </ul>	<p>the previous planning approval (Concept and Stage 1). This would be delivered in accordance with the Concept condition of approval C-B3, and E60 for Stage 3 (the approved project). There are no conditions of approval that relate to the provisioning of a temporary through-site pedestrian connection during construction of the approved project.</p>
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Table 1 - Comparison of the proposal with relevant elements of the approved project

### 3. Timeframe

The proposed change would be in effect for the whole duration of construction for the approved project (i.e. until the Sydney Metro West line is operational in 2032).

### 4. Site description

This consistency assessment relates to the Parramatta metro station construction site which is located in the centre of the Parramatta CBD between George Street to the north, Smith Street to the east, Macquarie Street to the south and Church Street to the west. The proposed change would not alter the approved indicative construction site boundary, however would affect public space outside of the site. The eastern portion of the site is zoned as E2 Commercial Centre and the western portion of the site is zoned for MU1 – Mixed Use. The site includes provisions under the Parramatta Local Environmental Plan (2023) for the future Civic Link.

### 5. Site Environmental Characteristics

The Parramatta metro station site is located in the centre of the Parramatta CBD. The Parramatta CBD is a highly developed commercial core which contains a range of commercial, retail, health, education, community, and government administration uses. The construction site footprint adjoins onto Church Street, which is a highly activated spine of the CBD with retail and hospitality businesses. The site is about 200 metres from the existing Parramatta Station at Parramatta Square and, once operational, will have direct interchange access with the future Parramatta Light Rail on Macquarie Street.

Clearing of existing structures, vegetation, removal and archival recording of archaeology and excavation of the station box at the site has occurred under the previous planning approval (Concept and Stage 1). The construction site contains two local heritage items which have been retained as part of the previous planning approval which are listed as follows:

- Shops (and potential archaeological site) Parramatta LEP Item No. I703
- Kia Ora (and potential archaeological site) Parramatta LEP Item No. I716; RNE #3088

The State heritage listed Roxy Theatre SHR Listing No. 00711) adjoins the construction site boundary on George Street, adjacent to the future Civic Link. The extent of the locally listed Convict Drain (Parramatta LEP Item No. I647) which runs through the construction site boundary would be removed.

### 6. Justification for the proposed change

The proposed change to use Smith Street as a temporary north-south pedestrian route between George Street and Macquarie Street during construction would provide greater benefits to pedestrians by minimising travel disruptions, improving safety outcomes and offering improved construction efficiencies.

The indicative construction site layout for the approved project assumed this temporary pedestrian route to intersect the Parramatta metro station construction site. As such, REMM EIS-TT18 identifies that some short term closures of the north-south pedestrian route through the construction site would be required during construction. This would be to allow for movements of construction vehicles and machinery throughout the site. Redirecting pedestrians to Smith Street would minimise disruptions during the construction period for the approved project. Smith Street is an existing, highly utilised pedestrian connection between Parramatta Station and the Parramatta River. The streetscape offers wide footpaths up to 6 metres in width and benefits from high levels of passive surveillance from passing traffic and high-rise commercial buildings which offers improved safety and security benefits to pedestrians.

In addition to the above, provisioning of a temporary north-south pedestrian route through the construction site, through means of a temporary modular bridge, would have potential to result in a reduced landscape and visual amenity outcome by creating additional visual clutter above the construction site that would be observable from the surrounding public domain and streetscapes.

As discussed in Section 2 of this consistency assessment, the proposed change would provide greater alignment with CPTED principles, particularly for movement control and passive surveillance.

## 7. Environmental Benefit

The proposed change may result in an improved landscape and visual amenity outcome during construction. Utilising Smith Street as an alternative pedestrian connection rather than a temporary module bridge or other means, which would be visible above the construction site from surrounding public domain and streetscapes, would limit visual clutter during construction of the approved project.

## 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 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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<p>CoA E81</p>	<p>Temporary placemaking initiatives for the benefit of the community must be implemented around the perimeter or in the vicinity of work sites at Parramatta and Five Dock with the objective of temporarily enhancing visual amenity, providing gathering places in the local area and creating temporary active frontages to work sites. These initiatives must be developed in consultation with key stakeholders, not limited to Relevant Council(s) and local landowners and businesses.</p> <p>Note: Temporary placemaking initiatives may include commercial “pop up” spaces, information booths, art installations and rest areas.</p>	<p>The proposed change to utilise Smith Street as an alternative north-south pedestrian connection during construction of the approved project would be a continuation of the arrangement established under the previous planning approval (Concept and Stage 1). The proposed change would not inhibit any opportunities to provide temporary placemaking initiatives in the vicinity of the Parramatta metro station construction site. Sydney Metro would continue to consult with City of Parramatta Council on temporary placemaking initiatives throughout construction of the approved project.</p>
<p>EIS-TT18</p>	<p>A temporary north-south pedestrian route would be provided between Macquarie Street and George Street at the Parramatta metro station construction site, although some short-term closures may be required.</p>	<p>The proposed change would not alter REMM EIS-TT18. Rather than providing a temporary north-south pedestrian route through the Parramatta metro station site during construction (as shown in the indicative construction site layout (Figure 4-9) of the approved project), pedestrians would travel about 90 metres from the general location of the future Civic Link (between George Street and Macquarie Street) to access Smith Street.</p> <p>Redirecting pedestrians to Smith Street would minimise disruptions during the construction period for the approved project.. This would be a benefit from the arrangement identified for the approved project.</p>



<p>EIS-NAH3</p>	<p>In order to mitigate permanent indirect (visual) impacts to heritage items located adjacent to or within the Parramatta metro station site:</p> <ul style="list-style-type: none"> <li>• the new Civic Link would incorporate a landscape design that enhances the heritage significant elements and features of the adjacent 'Roxy Theatre' (SHR # 00711)</li> <li>• the design of any aboveground station elements would consider setbacks from adjacent heritage items ('Kia Ora (potential archaeological site) (Parramatta LEP item # 1716), and 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP item # 1656)) in order to respect the heritage setting of these items and their visual connection to other heritage items in the vicinity</li> <li>• the design of aboveground station elements would respond to the existing alignment and orientation of adjacent heritage items, particularly 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP Item # 1656) which is aligned with the surrounding street development.</li> </ul>	<p>There would be no change to the commitment to deliver the future Civic Link for operations of the Sydney Metro West project, or to the delivery of aboveground station elements that respond to adjacent heritage items.</p>
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<p>Will the proposed change be consistent with the conditions of approval?</p>	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No

## 10. Impact Assessment – Construction

The proposed change would be facilitated under the previous planning approval (Concept and Stage 1) of Sydney Metro West and delivered by City of Parramatta Council. This section assesses the impacts of the proposed use of Smith Street as a temporary pedestrian connection during construction of the approved project (Stage 3).

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	There would be no removal of vegetation as a result of the proposed change and as a result, there would be no change to the biodiversity impacts of the approved project.	No additional measures required	Yes	No	Y	
Water	Hydrology, flooding and water quality were assessed in Technical Paper 8 of the approved project. The proposed change would not require any modifications to drainage infrastructure and would not alter the topography of the area. There would therefore be no change to the flooding impacts assessed for the approved project.  There would be no excavation or ground disturbing works would be required for proposed change and therefore no change to the groundwater impacts assessed for the approved project.  Overall, there would be no change to the water impacts assessed for the approved project.	No additional measures required	Yes	No	Y	
Soils and contamination	There would be no ground disturbing works or excavation required for the proposed change. There would therefore be no change to the volume of spoil or contamination assessed for the approved project.	No additional measures required	Yes	No	Y	

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					Y/N	Comments
Air quality	The proposed change relates to the use of Smith Street as a temporary north-south pedestrian connection between George Street and Macquarie Street during construction of the approved project. There would therefore be no increase to the use of construction vehicles or machinery for the approved project and therefore, no change to air quality impacts.	No additional measures required	Yes	No	Y	
Noise and vibration	The proposed change relates to the use of Smith Street as a temporary north-south pedestrian connection between George Street and Macquarie Street during construction of the approved project. As there would be no additional construction associated with the proposed change, there would be no new noise and vibration impacts. The increased level of pedestrian patronage along Smith Street is not anticipated to result in a notable increase to air-borne or ground-borne noise during the construction phase of the approved project.	No additional measures required	Yes	No	Y	
Aboriginal Culture and Heritage	The proposed change relates to the use of Smith Street as a north-south pedestrian connection between George Street and Macquarie Street during construction of the approved project. There would be no additional excavation or construction required for the proposed change under the approved project. There would be no change to the Aboriginal Culture and Heritage Impacts assessed for the approved project.	No additional measures required	Yes	No	Y	
Historic Heritage	The proposed change relates to the use of Smith Street as a north-south pedestrian connection	No additional measures required	Yes	No	Y	

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					Y/N	Comments
	<p>between George Street and Macquarie Street during construction of the approved project.</p> <p>Impacts to items of Historic Heritage were assessed in Technical Paper 5 of the EIS for the approved project. The assessment identified several items of historic heritage significance within and in the vicinity (50 metres) of the Parramatta metro station construction site. Items assessed which are proximal to Smith Street and the proposed pedestrian connection include the following items:</p> <ul style="list-style-type: none"> <li>• Shops (and potential archaeological site) Parramatta LEP Item No. I703</li> <li>• Kia Ora (and potential archaeological site) Parramatta LEP Item No. I716; RNE #3088</li> <li>• Roxy Theatre SHR Listing No. 00711)</li> <li>• Convict Drain (Parramatta LEP Item No. I647)</li> </ul> <p>The assessment identified a neutral direct impact associated with the approved project at each of the above, other than the Convict Drain which would experience a moderate direct impact. A minor to moderate settlement and vibration impact would be experienced at the Shops (and potential archaeological Site), Kia Ora and Roxy Theatre. The Convict Drain would experience a minor settlement and vibration impact. During construction, the Kia Ora would experience a temporary indirect (visual) impact, with the Roxy Theatre and Shops (and potential archaeological site) experiencing a negligible temporary indirect</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>(visual) impact. The Convict Drain would experience a neutral temporary indirect (visual) impact.</p> <p>As the proposed change would not involve any construction work near or on heritage items in the vicinity of the Parramatta metro station construction site, there would be no change to the settlement or vibration impacts or direct and indirect visual impacts associated with the approved project. Sydney Metro would continue to manage impacts to heritage in accordance with the existing Conditions of Approval and Revised Environmental Mitigation Measures.</p>					
Community and socio-economic	<p>Community and social impacts during construction of the approved project were assessed in Technical Paper 9 of the EIS.</p> <p>The assessment identified that during construction at Parramatta, social impacts would include temporary medium social impacts due to construction-related disruptions and potential amenity impacts. The assessment also found there to be temporary slight negative impacts to local businesses, mainly associated with temporary loss of private and on-street parking and potential amenity impacts.</p> <p>The proposed change would result in a likely increase in pedestrian patronage along Smith Street. This may result in new benefits for businesses along Smith Street that rely on passing trade, such as cafes.</p> <p>The use of Smith Street as a temporary north-south pedestrian connection instead of a</p>	No additional measures required	Yes	No	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
	temporary modular bridge or other means which would be visible above the construction site from surrounding public domain and streetscapes would limit visual clutter during construction of the approved project. The proposed change may result in an improved landscape and visual amenity outcome during construction.					
Traffic and transport	<p>Transport impacts during construction of the approved project are assessed in Technical Paper 2 of the EIS. Section 3.8.1 of the assessment identifies that Horwood Place would be closed under the previous planning approval (Concept and Stage 1), with pedestrians being required to travel via Church Street or Smith Street as an alternative north-south route. The proposed change to the approved project would result in a continuation of this arrangement. This is consistent with the approach to transport network modifications in Section 6.5.2 of the EIS where it was stated that temporary transport network adjustments may be required for construction and may include a continuation of arrangements established under the previous planning approval (Concept and Stage 1).</p> <p>Throughout the duration of construction, pedestrians would be required to travel about 90 metres from the indicative location of the temporary through-site connection assessed for the approved project (Appendix A), to access Smith Street.</p> <p>The proposed change to utilise Smith Street as a key north-south pedestrian route as an alternative to a pedestrian link through the</p>	No additional measures required	Yes	No	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>construction site would likely increase pedestrian movements on Smith Street. Technical Paper 2 of the EIS identified additional improvements to the pedestrian network at Smith Street associated with Parramatta Light Rail. This included the delivery of a scramble crossing at the intersection of Smith Street and Macquarie Street. Noting the existing environment along Smith Street, which includes wide footpaths up to 6 metres in width, as well as recent public domain and pedestrian upgrades by Transport for NSW for the Parramatta Light Rail, it is expected that Smith Street would have adequate capacity for the forecast increase in pedestrians during construction of the approved project.</p> <p>A site-specific Construction Traffic Management Plan would be prepared by the future Stations contractor in accordance with the approved project's Construction Traffic Management Framework (CTMF). The proposed change to use Smith Street as an alternative to providing a connection through the construction site would not remove any obligations of the future contractor to meet the requirements of the CTMF.</p>				Y	
Waste and resource management	<p>The proposed change relates to the use of Smith Street as a north-south pedestrian connection between George Street and Macquarie Street. As the proposed change would not involve additional construction, there would be no increase to the volumes of waste generation or resource use assessed for the approved project because of the proposed change.</p>	No additional measures required	Yes	No	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
Visual	<p>Landscape and visual amenity impacts were assessed in Technical Paper 6 of the approved project. The assessment identified that during construction at the Parramatta metro station site, there would be temporary minor to moderate impacts to landscape character and visual amenity due to the scale and extent of the construction work. The assessment also considered a 'study area' which extended beyond the construction footprint and included parts of Smith Street, between George Street and Macquarie Street.</p> <p>Providing a north-south pedestrian connection between George Street and Macquarie Street through the Parramatta metro station construction site would require the use of either a temporary ground-level walkway or modular bridge. Whilst a temporary ground-level walkway through the site would likely not be visible from the surrounding public domain, this option would result in unacceptable disruptions to construction within the site. The use of a temporary modular bridge would be visible above the construction site from the public domain and would likely result in an undesirable visual impact by increasing the visibility of the construction site from the surrounding public domain. The use of Smith Street as key pedestrian route would remove this impact and therefore create a more favourable landscape and visual amenity outcome.</p> <p>Sydney Metro would participate in ongoing consultation with City of Parramatta Council and</p>	No additional measures required	Yes	No	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
	the Powerhouse Museum regarding the delivery of wayfinding on Smith Street during construction of the approved project.					
Land use and property	The proposed change would require use of public domain infrastructure owned by City of Parramatta Council on land that is outside of the approved Parramatta metro station construction site, as an alternate to a temporary north-south pedestrian connection between George Street and Macquarie Street. There would be no changes to land use as a result of the proposed change and pedestrians would continue to be able to travel along Smith Street throughout the duration of construction of the approved project. The proposed change would not result in the acquisition of any additional properties.	No additional measures required	Yes	No	Y	
Hazard and risk	The proposed change would result in pedestrians no longer crossing through the active Parramatta metro station construction site, and instead travelling about 90 metres from the indicative temporary through-site connection location assessed for the approved project (Appendix A) to Smith Street. This change would remove potential safety and security risks associated with pedestrians travelling through or over the site, including potential for personal injury or harm from construction equipment, and potential for pedestrians to gain unauthorized access into the site.  Smith Street experiences a high level of passive surveillance from being a key vehicle movement corridor, as well as being surrounded by	No additional measures required	Yes	No	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
	commercial office spaces which run along the streetscape between the existing Parramatta Station and Parramatta River. The proposed change would improve alignment with Crime Prevention Through Environmental Design (CPTED) principles by offering greater passive surveillance than the alternative through-site link. The use of a temporary modular bridge or a ground-level temporary walkway has been identified to have potential for a reduced level of visibility from surrounding streetscapes and buildings.					
Other	Not applicable	Not applicable	Yes	No	Y	

## 11. Impact Assessment – Operation

The proposed change relates to the construction phases of the approved project only.

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	There would be no removal of vegetation as a result of the proposed change and as a result, there would be no change to the biodiversity impacts of the approved project.	No additional measures required	Yes	No	Y	
Water	As there would be no modifications to drainage infrastructure, or notable changes to the general topography of the area. There would be no change to the flooding and groundwater impacts assessed for the approved project.	No additional measures required	Yes	No	Y	
Soils and contamination	There would be no change to soils and contamination impacts during operations of the approved project.	No additional measures required	Yes	No	Y	
Air quality	There would be no change to air quality impacts during operations of the approved project.	No additional measures required	Yes	No	Y	
Noise and vibration	There would be no change to noise and vibration impacts during operations of the approved project.	No additional measures required	Yes	No	Y	
Aboriginal Culture and Heritage	There would be no change to Aboriginal Culture and Heritage impacts during operations of the approved project.	No additional measures required	Yes	No	Y	
Historic Heritage	There would be no change to Historic Heritage impacts during operations of the approved project.	No additional measures required	Yes	No	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	There would be no change to the community and socio-economic impacts during operations of the approved project.	No additional measures required	Yes	No	Y	
Traffic and transport	There would be no change to the operational traffic and transport impacts as a result of the proposed change. Consistent with Section 4.1.3 of the Revised Proposal Description (Appendix B) for the approved project, Sydney Metro would continue to deliver the section of the Civic Link between Macquarie and George Streets.	No additional measures required	Yes	No	Y	
Waste and resource management	There would be no change to waste and resource management during operations of the approved project.	No additional measures required	Yes	No	Y	
Visual	The Landscape and Visual Amenity technical assessment (Technical Paper 5) for the approved project identified that operations of the approved project at the Parramatta metro station would comprise underground and surface elements, including the Civic Link between Macquarie Street and George Street, and landscaped public domain surrounding the station and areas allocated for future use. The proposed change to utilise Smith Street as a temporary north-south pedestrian connection during construction of the approved project would not remove Sydney Metro's commitment to deliver The Civic Link between Macquarie Street and George Street in accordance with the Concept condition of approval C-B3, and E60 for Stage 3 (the approved project), as well as a landscaped public	No additional measures required	Yes	No	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
	domain in the Station Precinct for operations of Sydney Metro West.					
Land use and property	There would be no change to land use and property impacts during operations of the approved project.	No additional measures required	Yes	No	Y	
Hazard and risk	There would be no change to the hazard and risks identified for the approved project.	No additional measures required	Yes	No	Y	
Other	Not applicable	Not applicable	Yes	No	Y	

## 12. Consistency with the approved project

Question	Response
Is the project (including the proposed changes) consistent with the conditions of approval?	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 proposed works would be consistent with the environmental impacts, objectives and functions as assessed in the project approval. Revised Environmental Mitigation Measure EIS-TT18 outlined that temporary north-south pedestrian route would be provided between Macquarie Street and George Street at the Parramatta metro station construction site, although some short-term closures may be required. As an alternative to the temporary through-site connection, pedestrians travelling on George Street and Macquarie Street would be directed about 90 metres east towards Smith Street. This proposed change would be a continuation of the existing arrangement established under the previous planning approval (Concept and Stage 1) and would continue to meet the requirement to provide a temporary north-south pedestrian route during construction. Redirecting pedestrians to Smith Street would minimise disruptions during the construction period for the approved project. This would be a benefit from the arrangement identified for the approved project.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	Yes. The environmental impacts of the proposed works would remain consistent with the impacts as assessed in the project approval.
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 proposed works.
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 can be managed so as to avoid an adverse impact.
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

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### 13. Other Environmental Approvals

<b>Identify all other approvals required for the proposed works:</b>	None.
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### 14. Recommendation

Based on the above impact assessment, and with reference to the Environmental Impact Statement and Response to Submissions, 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:	Charlotte Brogan	Signature:	<i>Charlotte Brogan</i>
Title:	A/Manager Planning Approvals		
Company:	Sydney Metro	Date:	18/07/2024

## Assessment Supporting Signature

Application supported and submitted by

Name:	Yvette Buchli	Date:	18/07/2024
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:	Jessie Strange	Date:	18/07/2024
Title:	Snr Manager Planning Approvals	Comments:	
Signature:			

## Appendix A – Indicative Parramatta metro station construction site (approved project)

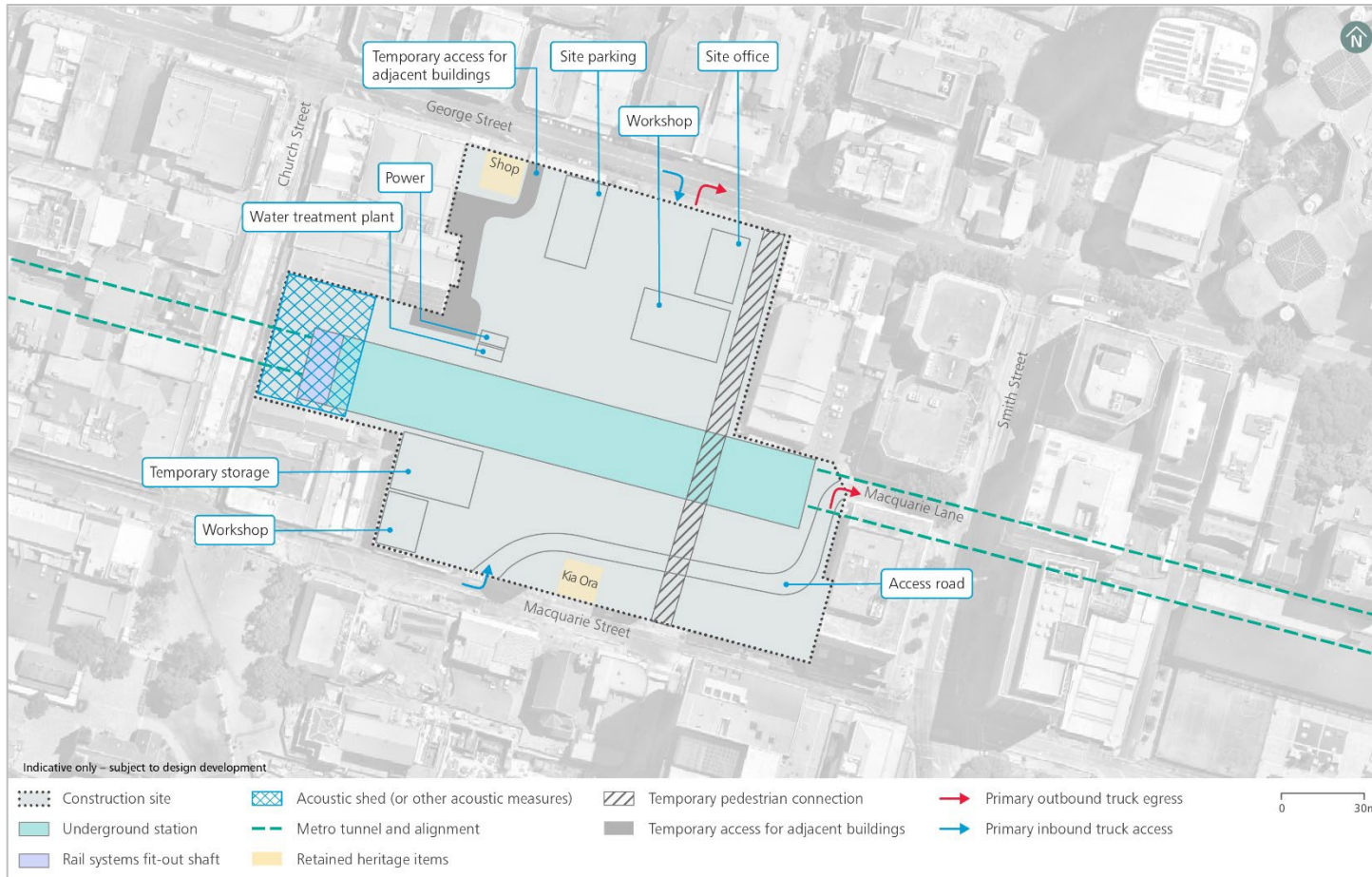


Figure A Indicative Parramatta metro station construction site (approved project)

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## Appendix B - Indicative Parramatta metro station construction site (proposed change)

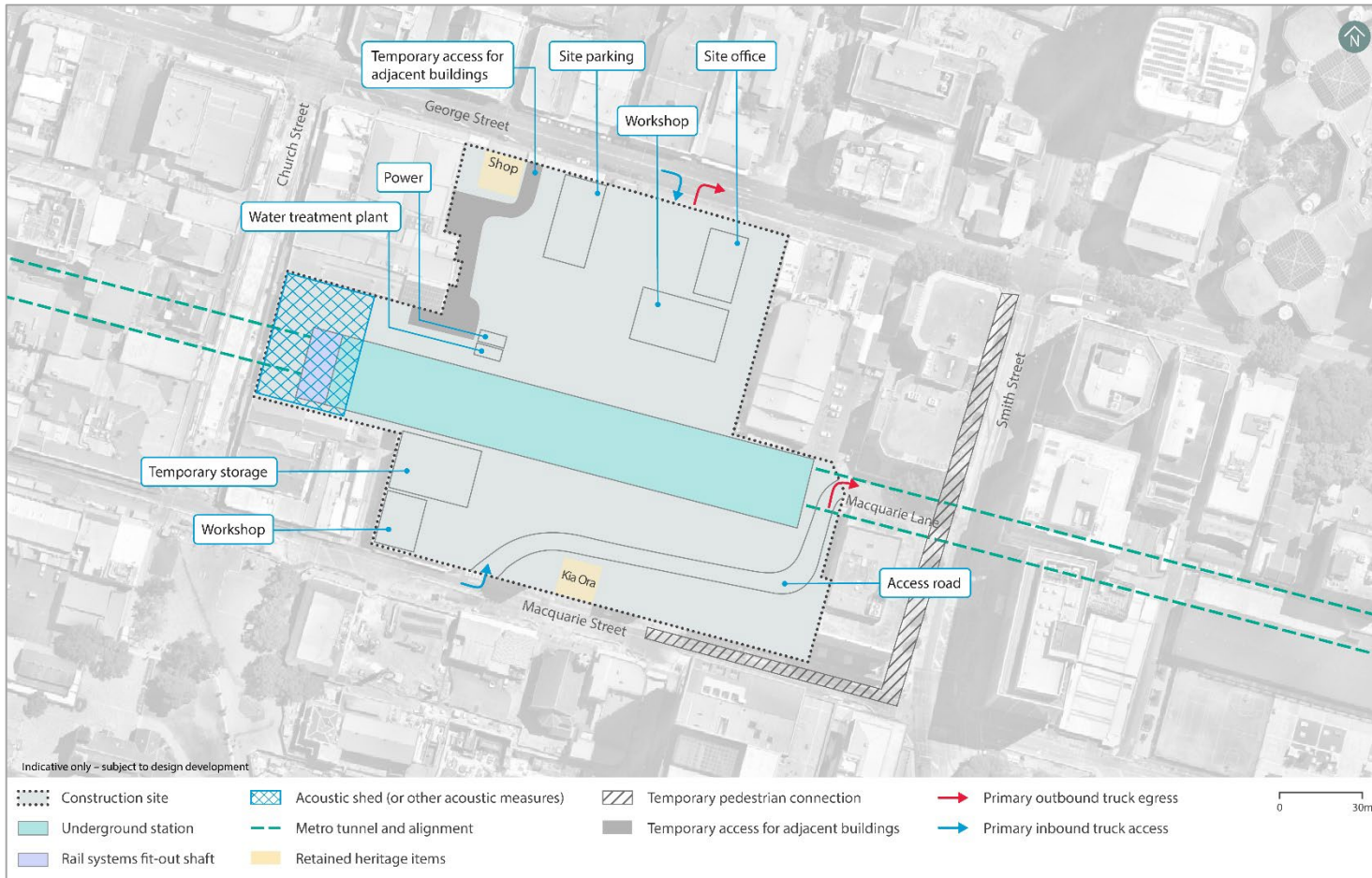


Figure B Indicative Parramatta metro station construction site (proposed change)

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