

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Barangaroo Additional Temporary Land
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
Assessment number:	TfNSW 67
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1. Existing Approved Project

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

SSI15_7400 Sydney Metro City & Southwest – Chatswood to Sydenham
 Mod 1 Victoria Cross Station, Artarmon Substation and minor administrative mod
 Mod 2 Central Walk mod
 Mod 3 Martin Place Station mod
 Mod 4 Sydenham Station and Sydney Metro Trains Facility South mod
 Mod 5 Blues Acoustic Shed
 Mod 6 Administrative Changes
 Mod 7 Administrative Changes
 Mod 8 Blues Point Access Site
 Mod 9 Construction hours

Date of determination:	Date of determination: Infrastructure Approval date 09 January 2017 Modification 1 Approval date 18 October 2017 Modification 4 Approval date 13 December 2017 Modification 2 Approval date 21 December 2017 Modification 3 Approval date 22 March 2018 Modification 5 Approval date 02 November 2018 Modification 6 Approval date 21 February 2019 Modification 7 Approval date 29 June 2020 Modification 8 Approval date 25 November 2020 Modification 9 Approval date 30 June 2022	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):

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the following:
 Chatswood to Sydenham Environmental Impact Statement, May 2016
 Chatswood to Sydenham Submissions and Preferred Infrastructure Report, October 2016
 Chatswood to Sydenham Conditions of Approval, 9 January 2017, as modified

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Modifications 1-9 Modification Reports and Submission Reports

Relevant background information also includes:

- Consistency Assessment Barangaroo Station (TfNSW 07 Approved 09 May 2017)
- Consistency Assessment Barangaroo Temporary Additional Land (TfNSW 23 Approved 11 October 2017)
- Consistency Assessment Barangaroo Additional Land (TfNSW 25 Approved 27 June 2018)
- Consistency Assessment Barangaroo Additional Temporary Land (TfNSW 40 Approved 21 August 2020)
- Consistency Assessment Barangaroo Additional Temporary Land (TfNSW 45 Approved 1 February 2021)
- Consistency Assessment Barangaroo Additional Temporary Land (TfNSW 53 Approved 18 August 2021)
- Consistency Assessment Barangaroo Additional Temporary Land (TfNSW 59 Approved 22 June 2022)
- Consistency Assessment Barangaroo Additional Temporary Land (TfNSW 67 Approved 21 December 2022)
- Consistency Assessment Barangaroo Extension of Use of Additional Temporary Land – Revision 2 (TfNSW 67 Approved 18 April 2023)

Description of existing approved project you are assessing for consistency:

The Approved Project involves a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations will be provided at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as a new underground metro platforms provided at Central Station.

This Consistency Assessment relates to the extended access to various parcels of land (Foreshore Area SA-H2, Block 7) at Barangaroo precinct. Section 3.2.5 of the Submissions and Preferred Infrastructure Report (SPIR) identified that the temporary occupation of construction areas at Barangaroo could have impacts on the staging of the Central Barangaroo Precinct development. To manage these impacts, the final configuration of construction activities within Central Barangaroo would be determined in consultation with the (then) Barangaroo Delivery Authority (now) Infrastructure NSW (INSW), with the objective of minimising disruption to construction staging for the precinct.

Consultation consistent with the SPIR has continued with INSW, supporting Sydney Metro's occupancy of various parcels of land within the area under a Temporary Access Licence for extended access to various parcels of land for construction of the final Barangaroo Station. General boundaries and timeframes described as follows were previously agreed to with INSW and approved under previous Consistency Assessments [TfNSW45](#), [TfNSW53](#), [TfNSW59](#) and [TfNSW67](#) Revision 1 and 2:

- Foreshore Area SA-H2 – until August 2021 (actual opening to public occurred April 2021).
- Northern entry construction areas (SA-H3, H4, H5, H7) – until Q4 2024.
- A large portion of Block 7 – until Q4 2024.
- Area SA-H21 – until Q4 2024.

- Area SA-H23 –until end of June 2022.
- Gate H4 – from 2 August until end of December 2022.
- Access road between Block 6 and Block 7 until end of December 2022.
- A portion of the SA-H2A foreshore - until Q4 2024.
- Block 5 and 6 – until end of June 2022.

Refer to map in **Appendix A** for location of these general boundaries.

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

Sydney Metro has continued to work with INSW to reduce disruption within the Central Barangaroo precinct. Through this ongoing consultation, extended access to various parcels of land for construction of the final Barangaroo Station has been agreed between INSW and Sydney Metro. A formal Master Interface Agreement (MIA) has been decided, with an overarching Heads of Agreement which provides access dates and options for extending access or early relinquishment, depending on the progress of adjacent construction sites (Aqualand). Access to the areas and the timeframes within this Consistency Assessment is granted through a side letter which will be a variation to the Master Interface agreement and covers all INSW and Sydney Metro contractual matters.

Sydney Metro wrote to Department of Planning, Housing and Infrastructure (DPHI) on 13 June 2024 to seek approval in accordance with CoA A7 for discretion to alter the requirements of CoA E101 for Station Design and Precinct Plan elements to be completed prior to Operations commencement of Sydney Metro Chatswood to Sydenham. This includes elements of the public domain at Barangaroo to be delivered by end of 2024, particularly the eastern edge of Hickson Road including the service buildings, pedestrian footpath, bike path, bike hoops and coach parking spot. An extension was granted for the delivery of the elements by 1 April 2025.

Appendix A includes a map of all the site areas which are intended to be used for the following uses:

- Northern entry construction areas (SA-H3, H4, H5, H7) – to support delivery of Station Design and Precinct Plan public domain elements
- Area SA-H21 – for site offices, the station water treatment plans (assessed under Consistency Assessment [TfNSW61](#)), and to support delivery of Station Design and Precinct Plan elements
- A large portion of Block 7 & Block 7 foreshore - For storage of materials to support the delivery of Station Design and Precinct Plan public domain elements.
- 25 Hickson road carpark area – for rectification works to the carpark

Continued occupancy of the area would not affect the maintenance of public walkways within the Barangaroo area and there would be no increase in equipment, machinery or staffing levels.

3. Timeframe

New extended demobilisation dates under this proposal, with general boundaries are as follows:

- Northern entry construction areas (SA-H3, H4, H5, H7) – until end of Q4 2024 (subject to INSW approval)
- Area SA-H21 – until end of Q4 2024 (subject to INSW approval)
- A large portion of Block 7 and Block 7 foreshore - until end of Q4 2024 (subject to INSW approval)
- 25 Hickson Road carpark area - until end of Q4 2024 (subject to INSW approval)

INSW Approval must be obtained to allow for the occupancy of land (SA-H23, Block 7) at Barangaroo precinct and the continuation and conclusion of construction activities at the proposal area.

4. Site description

Barangaroo Station is located between Hickson Road and Nawi Cove / Sydney Harbour, within the suburb of Barangaroo and to the north of the Central Barangaroo development. The construction site areas are located on Lot 101, DP 1204946 which is owned by Infrastructure NSW.

Appendix A includes a map of the site areas showing construction site staging zones, as well as a map demonstrating pedestrian management around the precinct and site boundary from commencement of Sydney Metro City Operations.

Barangaroo Station is an operational station as of August 2024. There would be no change to the operational site description as a result of the proposed change.

5. Site Environmental Characteristics

The site for the proposed work is currently hardstand and does not contain vegetation or habitat suitable for protected species.

The waters of Sydney Harbour and Nawi Cove are adjacent to the site in the north and west (refer **Appendix A**).

To the south, the surrounding land uses are construction zones, and associated laydown and ancillary facilities for the Barangaroo Central Development.

Residential properties are not directly adjacent to the site but are located on High Street to the east of the construction site, and along Hickson Road to the north.

Barangaroo Station is an operational station as of August 2024, increasing pedestrian activity in the area. The station provides immediate access to commercial, mixed use (residential and commercial), recreational and entertainment precincts within the overall Barangaroo development.

Hickson Road forms the eastern boundary of the Barangaroo site. Hickson Road is located at the base of a distinctive cliff two to four storeys high known as the Hickson Road Wall, or High Street Cutting. The cliff is a local visual feature, with its exposed sandstone rock face and masonry, heritage railings and staircase cut into the stone. The

cliff also creates a strong spatial 'edge' to the Barangaroo peninsular between Munn Street and the High Street stairs in the south, and a physical barrier to east-west movement. South of the High Street stairs, there are mixture of contemporary and heritage buildings which align with the line of the wall, addressing the road with a mix of commercial, offices and service entries. In this area, there is a second staircase, providing access to the upper levels of the peninsula along Kent Street.

Hickson Road was constructed in the early twentieth century and holds social significance as it is the only remaining significant feature of the 'Hungry Mile' that forms part of the Millers Point and Dawes Point Village Precinct.

The Hickson Road Wall is located within the SHR listed Millers Point and Dawes Point Village Precinct and the similarly located listed Conservation Area 35 (Sydney LEP). The Palisade fence and High steps including the wall (and listed separately) and the bridges over Hickson Road are also separately listed on the following heritage registers:

- SHR 01682
- Sydney LEP 2012
- SHR 00884
- Sydney LEP 2012 (CA35)
- Sydney LEP 2012 (I882) (Local)
- Sydney LEP 2012 (I869) (Local)

The proposal area also contains the following heritage items:

- Warehouses and Dalgety's Bond Store Group (6-20 Munn Street) – SHR and s.170
- Bridges over Hickson Road – LEP

There are no recorded Aboriginal sites located within 100 meters of Barangaroo station construction site, with the closest sites located 300 meters to the north and east.

6. Justification for the proposed change

The SPIR requires that Sydney Metro's construction activities within Central Barangaroo are configured in consultation with INSW with the objective of minimising disruption to construction staging within the precinct.

The reason for extending the use of parcels of land additional to previously approved site boundaries is to assist the project in optimising construction activities goals while mitigating the risk associated with plant and pedestrian interfaces.

The station build contractor would use the area for construction activities and laydown to assist with the finalisation of precinct works.

Potential consequences if access to the areas are limited include:

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- Impacts to delivery of Barangaroo civil construction activities, specifically the delivery of Interchange Access Plan and the Station Design and Precinct Plan public domain elements
- Inefficient utilisation of the available real estate.
- Restricted space for material laydown and safe designated walkways away from operational equipment.
- Increased risk of delays from reduced inventory of materials for the Barangaroo station construction able to be stored on the site.

7. Environmental Benefit

There are no environmental benefits with the proposed site access, although utilisation will ensure ongoing inspection and management of impacts such as stormwater, waste (litter).

8. Control Measures

Will a project and site specific EMP be prepared?	<input type="checkbox"/> Yes	Are appropriate control measures already identified in an existing EMP?	<input checked="" type="checkbox"/> Yes – All management plans can be found on the contractor’s website Barangaroo Station - BESIX Watpac
	<input checked="" type="checkbox"/> No		<input type="checkbox"/> No

9. Conditions of approval

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

10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y		
Water	No change from approved project.	No additional measures required.	Y		
Soils and contamination	No change from approved project.	No additional measures required.	Y		
Air quality	Localised air quality impacts from vehicles and movement of materials within these areas. No change from the Approved Project	No additional measures required.	Y		
Noise and vibration	The noise and vibration impacts from construction activities during use of the areas are consistent with those identified in the EIS. The equipment used would be the same and there would be an overlap between construction of the final precinct works and operation of the Metro Station. Noise and vibration impacts will continue to be managed as per the Barangaroo station Principal contractor's Noise and Vibration Management Plan.	No additional measures required.	Y		
Aboriginal heritage	Technical Paper 5 in the SSI_7400 EIS states no recorded Aboriginal sites are located within 100 meters of the station, with the closest sites located 300 meters to the north and east.	No additional measures required.	Y		

<p>Non-Aboriginal heritage</p>	<p>The EIS identifies the following non-Aboriginal heritage items within the vicinity of the proposal area:</p> <p>The Hickson Road Wall is located within the SHR listed Millers Point and Dawes Point Village Precinct and the similarly located listed Conservation Area 35 (Sydney LEP). The Palisade fence and High steps including the wall (and listed separately) and the bridges over Hickson Road are also separately listed on the following heritage registers:</p> <ul style="list-style-type: none"> • SHR 01682 • Sydney LEP 2012 • SHR 00884 • Sydney LEP 2012 (CA35) • Sydney LEP 2012 (1882) (Local) • Sydney LEP 2012 (1869) (Local) <p>The proposal area also contains the following heritage items:</p> <ul style="list-style-type: none"> • Warehouses and Dalgety’s Bond Store Group (6-20 Munn Street) – SHR and s.170 • Bridges over Hickson Road – LEP <p>These Heritage Items would not be impacted by the works as described here within and would not affect the overall heritage impact assessed for Barangaroo Station for the Approved Project, therefore the changes are consistent with the approved project.</p> <p>Any potential impacts to Non-Aboriginal heritage would be managed through the Barangaroo station Principal contractor’s Heritage Management Plan, with some areas identified as having Moderate to High Archaeological Potential.</p>	<p>No additional measures required.</p>	<p>Y</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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and socio-economic	No change from the approved project. Any community impacts during construction would be consistent and managed under the Approved Project. The <i>City and Southwest Overarching Community Communications Strategy</i> would be implemented for community consultation in relation to the extended timeframe for the additional land.	No additional measures required..	Y		
Traffic and transport	Extension of occupancy of the additional areas would not increase the volume of traffic. Access and egress routes would not be affected. No change from the approved project.	No additional measures required.	Y		
Waste and resource management	No change from the approved project.	No additional measures required.	Y		
Visual	The ongoing timeframe for temporary occupation and the additional area would have visual impact however, this would be negligible visual impact beyond what was assessed in the Approved Project. Any community impacts during construction would be consistent and managed under the Approved Project. The <i>City and Southwest Overarching Community Communications Strategy</i> would be implemented for community consultation in relation to the extended timeframe for the additional land.	No additional measures required.	Y		
Land use and property	No change from the approved project.	No additional measures required.	Y		
Hazard and risk	No change from the approved project.	No additional measures required.	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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Other <i>Such as geotechnical, climate change, cumulative</i>	No change from the approved project.	No additional measures required.	Y		

11. Impact Assessment – Operation

The operation impact assessment refers to any impacts at the Barangaroo precinct between first passenger service (19 August 2024) and the completion of the precinct works (estimated Q4 2024). Sydney Metro have completed all the works to the station, station entrance and adjacent public domain in time for first passenger service. The remaining scope is the delivery of precinct elements as specified in the Barangaroo Station Design and Precinct Plan (SDPP).

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the approved project.	No additional measures required.	Y		
Water	<p>As assessed under Consistency Assessment TfNSW61, the water treatment plant (WTP) within the additional land area is required to be in place to collect water ingress at the station B3 level southern entrance location and discharge treated water to Nawi Cove until the construction of the southern entrance (as part of the future adjacent Central Barangaroo development) can commence. Once this occurs the temporary wall can be replaced, resolving the water ingress issue.</p> <p>The impacts would be consistent with the construction activities as assessed for the Approved Project, although would occur for a short-term period during operation of Barangaroo Station. These impacts are to be managed as per the Barangaroo station Principal contractor's Soil and Water Management Procedure.</p> <p>Erosion and sediment controls would be implemented to minimise any water pollution to surrounding waterways.</p>	No additional measures required.	Y		
Soils and contamination	No change from the approved project.	No additional measures required.	Y		

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Air quality	<p>Works to be undertaken during the extended use of the additional land are the same activities assessed for the approved project, although would occur for a short-term period during operation of Barangaroo Station. The proposed works to deliver elements of the SDPP have the potential for localised air quality impacts. These impacts are to be managed as per the Barangaroo station Principal contractor's Air Quality Management Procedure.</p> <p>The air quality impacts would be consistent with the impacts assessed for the Approved Project, although would occur over a longer duration.</p>	No additional measures required.	Y		
Noise and vibration	<p>As detailed in Section 10.4.7 of the EIS, the predicted airborne noise level exceedances at Barangaroo Station for building construction (aboveground station and services building construction and fit-out) has potential exceedances of less than 10 dB for commercial (future) to the west and south, residential (future) to the west and south, Residential to the north on Bettington Street and Passive recreation to the north at Barangaroo Reserve and exceedance between 10 dB and 20 dB for residential to the east and south on High Street.</p> <p>The proposed works only relate to the extended use of the additional land for the delivery of some Station Design and Precinct Plan public domain elements, particularly the eastern edge of Hickson Road.</p> <p>The majority of the works would be completed during standard construction hours, however OOHV will be required for road completion works.</p>	No additional measures required.	Y		

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	These would continue to be managed in accordance with Conditions E36 and E47. The noise and vibration impacts would be consistent with the impacts assessed for the Approved Project, although would occur over a longer duration. These impacts are to be managed as per the Barangaroo station Principal contractor’s Noise and Vibration Management Plan.				
Aboriginal heritage	No change from the approved project.	No additional measures required.	Y		
Non-Aboriginal heritage	There would be continued minor impacts to views and vistas between the harbour and foreshore and the Hickson Road heritage wall as a result of the extended use of the additional land and water management arrangements and hoarding required. The impacts would be consistent with the assessment within the Approved Project, although would occur over a longer duration. Overall, the proposed extended use of the additional land and water management arrangements and hoarding required would not directly impact heritage items in the vicinity of the proposal. The impact to the setting, views or vistas is consistent with the impact assessed for the Approved Project. The proposed works are therefore consistent with the Approved Project. Any potential impacts to Non-Aboriginal heritage would be managed through the Barangaroo station Principal contractor’s Heritage Management Plan.	No additional measures required.	Y		
Community and socio-economic	As Barangaroo Station has become operational as of August 2024, there is potential for ongoing	No additional measures required.	Y		

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>minor construction impacts during the extended use of the additional land. This includes extended impacts to amenity As the extended use of additional land is required to deliver the remaining SDPP public domain elements, there is minor impact as the items are not yet delivered.</p> <p>Any impacts would be short-term only and not impact accessibility to Barangaroo Station or operation of the metro line.</p> <p>Relevant mitigation measures and Conditions of Approval for the project would continue to apply to minimise any community and socio-economic impacts.</p>				
Traffic and transport	<p>The anticipated vehicle numbers (heavy and light vehicles) at the Barangaroo Station construction site over a typical day are provided in Figure 8-30 of the EIS. The EIS anticipates up to 10 light vehicles per hour (6:00am to 7:00am and 10:00am to 4:00pm) and up to 24 heavy vehicles per hour (10:00am to 3:00pm).</p> <p>Vehicle movements would be required for the delivery of construction material, landscaping, stockpile management and waste removal.</p> <p>The vehicle numbers would be consistent with the anticipated EIS numbers.</p> <p>The proposed works would not impact pedestrian access to Barangaroo or use of Barangaroo Station.</p> <p>Pedestrian and traffic movements will be managed per the Principal contractor’s Construction Traffic Management Plan and in consultation with the TTLG.</p>	No additional measures required.	Y		

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	Any impacts would be short-term only and would be consistent with the Approved Project, although would occur for the first 3 months of the Operations phase. After this the SDPP precinct elements will be finalised and managed as per the Operations Traffic and Transport Management Plan.				
Waste and resource management	There is potential for minor waste impacts as a result of the proposed works. The waste material from construction activities will be managed in accordance with REMM WM1 and the Barangaroo station Principal contractor's Construction Environment Management Plan.	No additional measures required.	Y		
Visual and urban design	The proposed extension in the use of the additional land will result in minor impact on the visual amenity of Barangaroo Reserve and the foreshore areas that is currently associated with the Approved Project. However, this would be short-term only and would be consistent with the Approved Project. These impacts are to be managed as per the Barangaroo station Principal contractor's Visual Amenity Management Plan. Site hoardings would aim to minimise visual amenity and landscape character. The operational impacts would be consistent with those assessed for the Approved Project once the additional areas are handed back to Infrastructure NSW.	No additional measures required.	Y		
Land use and property	Barangaroo Station is operational as of August 2024 increasing the pedestrian activity surrounding the station. The laydown and site sheds area are located on Infrastructure NSW (INSW) land. Sydney Metro would continue to	No additional measures required.	Y		

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	consult with INSW for use of this land and comply with their requirements and any associated permits.				
Hazard and risk	Risks from interface between pedestrians along Hickson Road would be managed as per the Barangaroo Station construction contractor's Traffic management Plan and safety plans.	No additional measures required.	Y		
Other <i>Such as geotechnical, climate change, cumulative</i>	No change from the approved project.	No additional measures required.	Y		

12. Consistency with the Approved Project

Question	Consider the following:
Is the project (including the proposed changes) consistent with the conditions of approval?	<p>Would carrying out the proposed change not result in any conflict with the conditions of approval?</p> <p>Yes. The proposed works would be consistent with the conditions of approval.</p>
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	<p>Yes. The proposed extension of time and additional area for staging the construction of Barangaroo Station and nearby Sydney Metro C&SW locations would be consistent with the objectives and functions of the approved project and would not impact operation of the metro line.</p> <p>The proposed extension of additional land would enable works to be delivered to meet the operational requirements as well as ensure minimal disruption to the community.</p>
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	<p>Yes. No new environmental impacts are anticipated as a result of the extended use or additional area for staging the construction of Barangaroo Station and nearby Sydney Metro C&SW locations.</p> <p>The potential environmental impacts would continue to be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report and Conditions of Approval.</p>
Is the change within the envelope of what has been approved?	<p>Yes. The changes identified in this assessment are consistent with the objectives and functions of the Approved Project and the environmental impacts of additional land subject to the consistency assessment have been adequately assessed.</p>
Are there any new environmental impacts as a result of the proposed works/project changes?	<p>No. No new environmental impacts are anticipated as a result of the extended use or additional area for staging the construction of Barangaroo Station and nearby Sydney Metro C&SW locations. All risks would be adequately addressed through the application of the mitigation measures in the above tables.</p>
Are the impacts of the proposed activity/works known and understood?	<p>Yes. The impacts of the proposed works are understood and will be accounted for by implementing the control measures within this document, and relevant plans, found on the Principal Contractor's website: Barangaroo Station - BESIX Watpac</p>
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	<p>Yes. The impacts of the proposed extension of time and additional area for staging the construction of Barangaroo Station and nearby Sydney Metro C&SW locations can be managed so as to avoid an adverse impact.</p>
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

13. Other Environmental Approvals

Identify all other approvals required for the proposed works:

INSW Approval must be obtained for the period to allow for the occupancy and the continuation of construction activities at the proposed areas at Barangaroo precinct.

14. Recommendation

Based on the above impact assessment, and with reference to the Sydney Metro Chatswood to Sydenham EIS, SPIR, SR, including the conditions of approval 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.	
The proposed change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.	

Author certification

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

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

Name:	Julia Diamond	Signature:	
Title:	A/ Environment Manager		
Company:	Sydney Metro	Date:	18/09/2024

Environmental Representative Review


(Additional step for Chatswood to Sydenham project only)

As an approved ER for the Sydney Metro City & Southwest (Chatswood to Sydenham) project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:	Swathi Gowda	Signature:	
Title:	Environmental Representative	Date:	18/09/2024

Assessment Supporting Signature

Application supported and submitted by

Name:	Cathy Lestrangle	Date:	19.09.2024
Title:	Manager Planning Approvals	Comments:	N/A
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:	Fil Cerone	Date:	20 September 2024
Title:	Director City & Southwest Environment, Sustainability & Planning	Comments:	
Signature:			

Appendix A – Metro Construction Site Staging Zones and Pedestrian Management

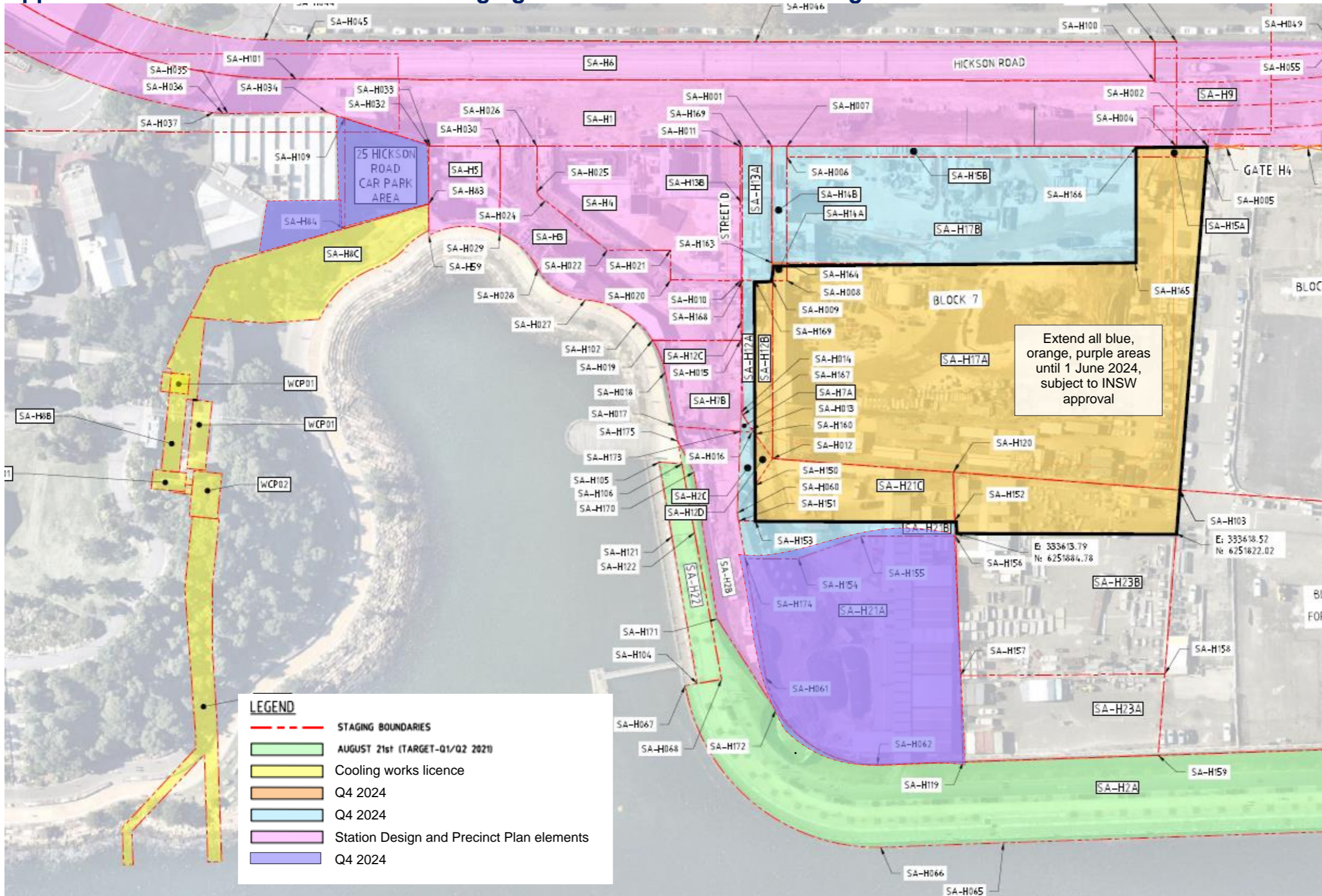


Figure 1 Barangaroo Station Construction Site Staging Zones

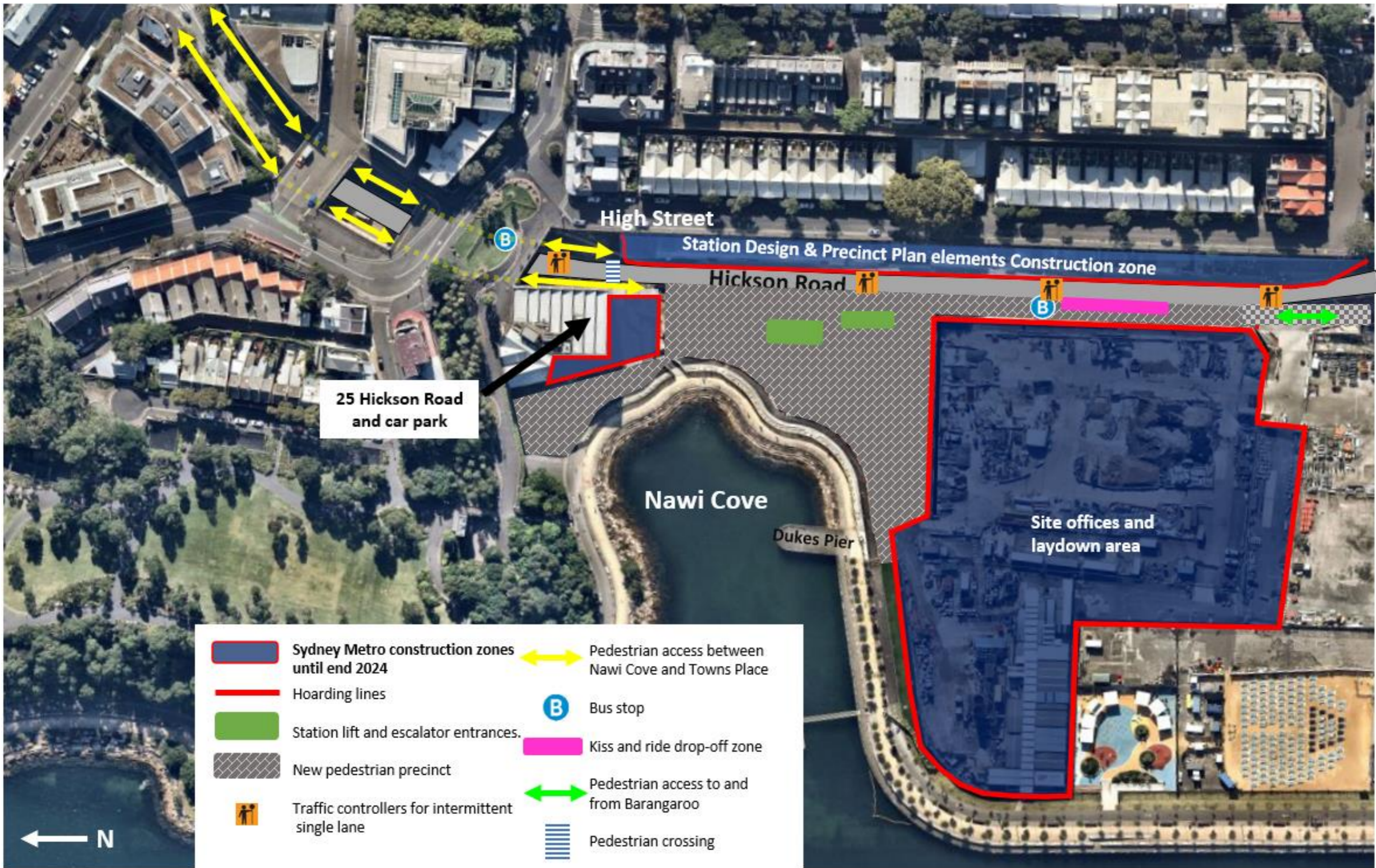


Figure 2 Pedestrian Management around Barangaroo Station construction works after Metro City Operations Commencement to end Q4 2024