



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

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For information – do not alter:

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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

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 Bankstown Station Modification 1 – October 2020

Date of determination: 12/12/2018

Type of planning approval: Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

Construction and operation of a metro rail line, approximately 13km long, between Marrickville and Bankstown, including ten metro stations and associated ancillary infrastructure. The works include station works, track and rail system facility works and other works to support metro operations.

Section 1.1.1 of the Submissions and Preferred Infrastructure Report (SPIR) detailed the key design elements at each of the stations.

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

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR and SR and the conditions of approval.

2. Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

This Consistency Assessment relates to operational design updates in the station precincts of Campsie, Dulwich Hill, Hurlstone Park and Lakemba Stations. These changes have been identified through the development of the Station Design and Precinct Plans (SDPPs).

Appendix A shows the locations of the proposed design updates and these are summarised as follows:

Dulwich Hill:

- Extension of the new pedestrian overpass (concourse bridge) to the plaza entrance on the south side of the railway line at Ewart Lane. This includes associated lifts and stairs. It is noted that in Section 1.1.1 of the SPIR it included that the future extension of an elevated concourse to Ewart Lane would be safeguarded subject to detailed design.
- Existing bus shelter relocated approx. 10-20m further south on Wardell Road

Hurlstone Park:

- Relocate the proposed taxi parking to the southern side of Floss Street across from Station entrance

Campsie:

- New bike storage within existing station building (Lillian Lane end of station instead of Beamish Street end)

Lakemba:

- Relocate the new kiss and ride at southern plaza entrance on The Boulevard (next to existing taxi parking spaces), instead of Railway Parade.

3. Timeframe

When will the proposed change take place? For how long?

Commencement of construction of the proposed design updates to commence in late 2021. Proposed design updates form part of the construction of Station precincts, which are scheduled to finish around Quarter 2, 2022.

4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of landowner.

The proposed works are being carried out at four (4) station precincts, Campsie, Dulwich Hill, Hurlstone Park and Lakemba, with exact locations of the works shown in the SDPP plans attached in Appendix A. A site description of the station precincts is outlined in Section 1.1.1 of the SPIR.

5. Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

The proposed works would be located within the Campsie, Dulwich Hill, Hurlstone Park and Lakemba station precincts of the Sydenham to Bankstown (South West Metro) project – refer to the Environmental Impact Statement for a description of the existing environment. The station precincts contain listed heritage items (as detailed in Technical Paper 3 of the EIS) as follows:

- Dulwich Hill Station is an item of local significance in the Marrickville LEP 2011 'I316', and a RailCorp s170 heritage item no. 4801901
- Hurlstone Park Station is an item of local significance in the Canterbury Local Environmental Plan (LEP) as 'Hurlstone Park Railway Station', no. I124 and RailCorp s170 heritage item #4802051
- Campsie Railway Station is an item of local significance in the Canterbury Local Environmental Plan (LEP) as 'Campsie Railway Station', no. I140 and RailCorp s170 heritage item #4801101
- Lakemba Station is an item of local significance in the Canterbury Local Environmental Plan (LEP) as 'Lakemba Railway Station', no. I143 and RailCorp s170 heritage item #4801916.

6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

The proposed design updates have been identified during the development of the SDPPs. The SDPPs have been developed to generate beneficial design outcomes, with an intent of enhancing existing design, improving connectivity and access between multiple transport modes, and augment revitalised precinct facilities. Justification for the proposed scope change is as follows:

- The extension of the pedestrian overpass (concourse bridge) at Dulwich Hill allows for connection of the platforms with the Light Rail entry on Bedford Crescent, improving transport connectivity.

- The bus shelter at Dulwich Hill is being relocated due to realignment of the street with a new raised crossing.
- The relocated taxi parking on Floss Street, Hurlstone Park:
 - Limits vehicle-pedestrian conflicts
 - Improves vehicle access/egress
 - Provides visible location from station entry/ exit
 - Has suitable adjacent land use
- The new bike storage within existing station building at Campsie (Lilian Lane end of station instead of Beamish Street side) responds to the changes to the plaza perimeter, enhances the design of the new public plaza space connected to the station entry, and improves customer flow within the concourse precinct.
- The new kiss and ride at the southern plaza entrance on the Boulevard, Lakemba, will improve connectivity to the local surrounding road network.

7. Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

These design updates, as detailed in the SDPPs, are expected to lead to beneficial design outcomes, with an intent of enhancing existing design, improved connectivity and access between multiple transport modes, augment revitalised precinct facilities, enrich urban design outcomes and provide additional facilities benefits.

8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

The proposed station precinct works would be undertaken in accordance with the Construction Environmental Management CEMP & Sub-plans prepared by Sydney Metro, approved by DPIE as relevant, and updated by the relevant Contractor/s (HSEJV for Package 4 and Downer for Package 5/6).

10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	<p>Potential flora and fauna (biodiversity) impacts associated with the Approved Project were assessed in Chapter 22 of the EIS. This biodiversity assessment identified that the majority of vegetation in the project area and surrounding study area comprises exotic or planted native species on highly modified landforms.</p> <p>The construction of the station precinct design updates is not expected to increase the extent of impacts to flora and fauna associated with the Approved Project.</p> <p>Proposed control measures include all works undertaken in accordance with project approvals, and construction environment management plans and relevant sub-plan/s. This includes a 2:1 replacement of any tree removal if this requirement is identified at a later stage.</p>	No additional measures required.	Y	Y	
Water	<p>Potential hydrology, flooding and water quality impacts associated with the Approved Project were assessed in Chapter 21 of the EIS. The construction of the station precinct design updates is not expected to increase the nature and extent of impacts to water associated with the Approved Project.</p> <p>Proposed control measures include all works undertaken in accordance with project approvals, and construction environment management plans and relevant sub-plan/s, including the Soil and Water Management Plan.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Air quality	<p>Potential air quality impacts associated with the Approved Project were assessed in Chapter 23 of the EIS. The EIS determined that construction impacts would be managed by the implementation of appropriate environmental management measures included in the construction environmental management plan for the Approved Project.</p> <p>Some works have the potential for temporary localised air quality impacts to be closer to new receivers, however it will move further away from others. Overall, the extent of localised air quality impact is expected to be consistent with the Approved Project.</p> <p>Proposed control measures include all works undertaken in accordance with project approvals, and construction environment management plans and relevant sub-plan/s.</p>	No additional measures required.	Y	Y	
Noise and vibration	<p>Potential construction noise and vibration impacts associated with the Approved Project were assessed in Chapter 12 of the EIS and Appendix E of the SPIR. The EIS and SPIR noise and vibration assessment concluded that construction activities have the potential to impact surrounding noise sensitive receivers.</p> <p>The works associated with the extended pedestrian overpass in Dulwich Hill, will be located in closer proximity to adjacent receivers than what was assessed in the SPIR. The relocated taxi parking at Hurlstone Park, bus shelter relocation at Dulwich Hill and new kiss and ride at Lakemba will be a similar distance to receivers, however there will be a change in the receivers experiencing potential noise and vibration impacts from construction. The proposed bike storage at Campsie is expected to</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>result in negligible construction noise impacts given the works are internal to the building and at some distance to receivers.</p> <p>Overall, the extent and nature of construction noise and vibration impacts will be similar to the Approved Project.</p> <p>The construction works would be included in the monthly community notification issued to adjacent receivers.</p> <p>The construction of the station precinct design updates would mostly be undertaken during standard construction hours. Should out of hours works be required, they will be assessed and approved in accordance with the Sydney Metro Construction Noise and Vibration Strategy and Conditions of Approval.</p> <p>Proposed control measures include all works undertaken in accordance with project approvals, and construction environment management plans and relevant sub-plan/s, including the Noise and Vibration Management Plan.</p>				
Aboriginal heritage	<p>The archaeological potential of the relevant station precincts, as identified in Appendix J of the SPIR – Aboriginal Cultural Heritage Assessment can be summarised as:</p> <ul style="list-style-type: none"> Dulwich Hill: No identified Aboriginal sites would be impacted by construction or operation of the project within the Dulwich Hill Station survey unit. Due to the landscape context and largely modified nature of the Dulwich Hill Station survey unit the archaeological potential has been assessed as nil to low. 	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<ul style="list-style-type: none"> Hurlstone Park: No identified Aboriginal sites would be impacted by construction or operation of the project within the Hurlstone Park Station survey unit. Due to the landscape context and largely modified nature of the Hurlstone Park Station survey unit the archaeological potential has been assessed as nil to low. Campsie: No identified Aboriginal sites would be impacted by construction or operation of the project within the Campsie Station survey unit. Due to the landscape context and largely modified nature of the Campsie Station survey unit the archaeological potential has been assessed as nil to low. Lakemba: No identified Aboriginal sites would be impacted by construction or operation of the project within the Lakemba Station survey unit. Due to the landscape context and largely modified nature of the Lakemba Station survey unit the archaeological potential has been assessed as nil to low. <p>Given the nil to low archaeological potential of the studied areas, and that surrounding land is highly disturbed and modified landform of areas of the works which fall outside of the studied area, encountering unregistered Aboriginal heritage is not expected. Proposed control measures include all works undertaken in accordance with project approvals, and construction environment management plans and relevant sub-plan/s,</p>				

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	including the Heritage Management Plan and Unexpected Finds Protocol.				
Non-Aboriginal heritage	<p>Heritage items</p> <p>Potential non-Aboriginal heritage impacts associated with the Approved Project were assessed in the EIS Technical Paper 3 and Appendix F of the SPIR.</p> <p>Dulwich Hill:</p> <p>The Dulwich Hill Station Catchment includes the following heritage item:</p> <ul style="list-style-type: none"> Dulwich Hill Railway Station – a local heritage item on the Marrickville LEP 2011 'I316', and a RailCorp s170 heritage item no. 4801901 the South Dulwich Hill Heritage Conservation Area listed on the Marrickville LEP 2011. <p>The Heritage Impact Assessment (HIA) Report (Stage 3) dated December 2020 has been prepared for the Stage 3 detailed designs and this includes potential heritage impacts from the extension of the pedestrian overpass and associated lift and stairs. The heritage impact associated with these works have already been assessed as being consistent with the potential non-Aboriginal heritage impact associated with the Approved Project through the Consistency Assessment TfNSW48 dated 19 May 2021. No additional non-Aboriginal heritage impacts to Dulwich Hill Station are expected beyond what was assessed in Consistency Assessment TfNSW. The construction works for the relocation of the bus shelter is outside the heritage curtilage and no</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>additional non-Aboriginal heritage impacts are expected due to these works during construction.</p> <p>Hurlstone Park: Hurlstone Park Railway Station is listed on the following heritage registers as an item of local significance:</p> <ul style="list-style-type: none"> • Canterbury Local Environmental Plan (LEP) as 'Hurlstone Park Railway Station', no. 1124 • RailCorp s170 heritage item #4802051 <p>The proposed construction works for the relocated taxi parking on Floss Street is temporary and not within the curtilage of the heritage item. As such, no change to the potential non-Aboriginal heritage impacts associated with the Approved Project is expected.</p> <p>Campsie Campsie Railway Station is listed on the following heritage registers as an item of local significance:</p> <ul style="list-style-type: none"> • Canterbury Local Environmental Plan (LEP) as 'Campsie Railway Station', no. 1140 • RailCorp s170 heritage item #4801101 <p>The Heritage Impact Assessment (HIA) Report (Stage 3) dated July 2020 has been prepared for the Stage 3 detailed designs and this includes potential heritage impacts to the overhead booking office, concourse and pedestrian footbridge. The HIA also described the new bike storage in the scope of</p>				

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>works. These wider works have already been assessed as being consistent with the potential non-Aboriginal heritage impact associated with the Approved Project through the Consistency Assessment TfNSW48 dated 19 May 2021. No additional non-Aboriginal heritage impacts to Campsie Station are expected beyond what was assessed in Consistency Assessment TfNSW from the construction of the proposed bike storage.</p> <p>Lakemba Lakemba Railway Station is listed on the following heritage registers as an item of local significance:</p> <ul style="list-style-type: none"> • Canterbury Local Environmental Plan (LEP) as 'Lakemba Railway Station', no. I143 • RailCorp s170 heritage item #4801916 <p>The proposed construction works for the new kiss and ride on The Boulevard is temporary and not within the curtilage of the heritage item. As such, no change to the potential non-Aboriginal heritage impacts associated with the Approved Project is expected.</p> <p>Proposed control measures include all works undertaken in accordance with project approvals, and construction environment management plans and relevant sub-plan/s, including the Heritage Management Plan/s & the Unexpected Finds Procedure.</p> <p>Archaeological potential The Approved Project would have required excavations for station designs, including relatively</p>				

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>minor excavation associated with the erection of poles for new street signage, and footings for the station redesigns. The excavation required for the proposed works is expected to be minor and consistent with the extent assessed in the Approved Project.</p> <p>The EIS archaeological assessment concluded that overall, the study area has low to nil potential to contain significant archaeological remains. However, the assessment found that there are four locations (Marrickville Station Catchment, Canterbury Station Catchment, the Lakemba Station Catchment and Belmore Station Catchment) with the potential to contain significant archaeological remains.</p> <p>The only works proposed within this catchment is the new kiss and ride and Lakemba Station. The excavation would be minor for the erection of poles for new street signs. This is expected to be a relatively shallow excavation in a previously disturbed area with services running beneath. Therefore, archaeological impact and finds are not expected, consistent with the Approved Project. Works would be undertaken in accordance with the CEMP including the Unexpected Finds Protocol.</p>				
Community and stakeholder	<p>The construction of the proposed works has the potential to result in impacts to communities and stakeholders including, temporary access restrictions; amenity impacts, such as temporary traffic congestion, noise, vibration and dust; and changes to parking availability.</p> <p>The design updates identified through the station design precinct plans are not expected to increase the overall nature and extent of construction impacts to community and stakeholders compared with the</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>Approved Project. Consultation with the community and stakeholders has been undertaken as part of the SDPP review and feedback process.</p> <p>There will be ongoing community consultation in accordance with the Overarching Community Consultation Strategy.</p> <p>Management plans such as the CTMP and CEMP will be updated to include mitigation measures as required.</p>				
Traffic	<p>Potential traffic impacts associated with the Approved Project have been assessed in the EIS Technical Paper 1 and Appendix D of the SPIR.</p> <p>The proposed works may result in construction traffic impacts from construction vehicle and machinery movements, construction worker vehicle parking and temporary loss of street parking. As the proposed works have been identified through the SDPP process, the overall traffic impact from the proposal is expected to be consistent with the Approved Project, however there may be some changes to which local roads and receivers are potentially impacted.</p> <p>Any road closures identified at a later stage will be managed in accordance with Traffic Control Plans, Road Occupancy Licenses and the Delivery Contractors CTMP, as required. Other potential traffic impacts will also be managed by the CEMP and CTMP. This is considered to be consistent with the Approved Project.</p>	No additional measures required.	Y	Y	
Waste	<p>As the proposed works have been identified through the SDPP process, the construction of the proposed works would not change the nature or extent waste associated with the Approved Project.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	Any waste from the proposed works would be managed in accordance with the existing construction environment management plan.				
Social	No change from the Approved Project	No additional measures required.	Y	Y	
Economic	No change from the Approved Project. The proposed works are part of the SDPP, and a larger scope of works proposed at the stations. Local businesses near to the stations may be temporarily impacted by changes to foot and road traffic however, this does not present as a change from what was assessed in the SPIR. Consultation with business owners is ongoing and the CEMP will be updated to include mitigation measures where required.	No additional measures required.	Y	Y	
Visual	<p>Chapter 19 of the EIS and Appendix G of the SPIR assessed the potential landscape character and visual amenity impacts associated with the Approved Project. Temporary visual impacts would be experienced during construction in the vicinity of proposed works. However, these impacts would be temporary in nature and limited to the construction period. In addition, the majority of the works would be viewed within the context of a highly developed and dynamic urban environment, where construction and associated works are frequent occurrences.</p> <p>Appendix G of the SPIR summarised the following potential visual impacts at the relevant station precincts:</p> <ul style="list-style-type: none"> Dulwich Hill: There would be a minor to moderate adverse visual impact in views to the project during construction due to the scale of the works, located near to 	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>residential areas, and the extent of works in Ewart Lane and Bedford Crescent. This would include a moderate adverse visual impact in views from the Wardell Road rail bridge.</p> <ul style="list-style-type: none"> • Hurlstone Park: During construction, there would be a minor to moderate adverse visual impact in views to the project given the scale of the works, located near to residential areas in the south and commercial areas on Floss Street. • Campsie: During construction, there would be a minor moderate adverse visual impact on views from Beamish Street where the works are located in close proximity to the local commercial centre. There would also be a minor adverse visual impact on views to the project works from Lilian Street and Lane, to the south of the corridor. This impact is due to the scale of the works and establishment of a construction compound, overlooked by residential properties opposite. Similarly, there would be minor adverse visual impact from Wilfred Avenue and North Parade, where demolition and reconstruction of the station and over rail retail buildings along Beamish Street would be seen. • Lakemba: During construction, there would be a moderate adverse visual impact on views to the project works from Railway Parade and The Boulevard. There would also be minor adverse visual impact on views to the project works from Jubilee Reserve and areas within The Boulevard 				

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>car park, beyond the immediate setting of the station. This is due to the scale of the construction activity, including construction compounds and temporary station access structures, as well as demolition and station construction works.</p> <p>The construction of the proposed works, including the extension of the pedestrian overpass (concourse bridge) and bus shelter relocation at Dulwich Hill, and the kiss and ride at Lakemba and relocated taxi parking at Hurlstone Park, may have temporary construction visual impacts particularly at the following locations:</p> <ul style="list-style-type: none"> • Ewart Lane, Dulwich Hill • Wardell Road, Dulwich Hill • Floss Street, Hurlstone Park • The Boulevarde, Lakemba. <p>However, any potential visual construction impacts at these locations are temporary and are not expected to increase the level of potential visual impact assessed in the SPIR. Overall, the potential construction visual impacts are consistent with the Approved Project.</p> <p>Proposed control measures include all works undertaken in accordance with project approvals, and construction environment management plans and Visual Amenity Management Plans.</p>				
Urban design	No change from the Approved Project. The proposed works have been identified through the development of the SDPPs and are therefore, in accordance with the urban design vision for the station precincts.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Geotechnical	No change from the Approved Project.	No additional measures required.	Y	Y	
Land use	No change from the Approved Project.	No additional measures required.	Y	Y	
Climate Change	No change from the Approved Project.	No additional measures required.	Y	Y	
Risk	No change from the Approved Project.	No additional measures required.	Y	Y	
Other	No change from the Approved Project.	No additional measures required.	Y	Y	
Management and mitigation measures	The relevant mitigation measures for the Approved Project would continue to apply to proposed works. Management plans such as the CTMP and CEMP will be amended to include the proposed works and relevant mitigation measures where required.	No additional measures required.	Y	Y	

11. Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to 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	Y	
Water	No change from the Approved Project.	No additional measures required.	Y	Y	
Air quality	No change from the Approved Project.	No additional measures required.	Y	Y	
Noise and vibration	<p>Potential operation noise and vibration impacts associated with the Approved Project are assessed in the EIS Technical Paper 2 and Appendix E of the SPIR.</p> <p>The relocation of the bus shelter at Dulwich Hill and relocation of the kiss and ride at Lakemba may result in some operational noise impacts from vehicle movements however, this is expected to be negligible and consistent with the Approved Project. However, there will be a change in which receivers experience any potential noise impact.</p> <p>The new relocated taxi parking on Floss Street in Hurlstone Park will result in operational noise impacts from vehicle movements. However, this is replacing an existing street parking spaces in front of commercial properties and therefore, any noise impact is expected to be negligible and consistent with the Approved Project.</p> <p>The extended pedestrian overpass at Dulwich Hill and the bike parking at Campsie is not expected to result in any operational noise impacts beyond what was assessed in the Approved Project.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Aboriginal heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	No change from the Approved Project during the operational phase.	No additional measures required.	Y	Y	
Community and stakeholder	<p>Community and stakeholder impacts were assessed in the EIS and SPIR. The proposed works have been identified through the SDPP process and are expected to improve usability and functionality of the station precincts for the community and stakeholders.</p> <p>Consultation with the community and stakeholders has been undertaken as part of the SDPP review and feedback process.</p>	No additional measures required.	Y	Y	
Traffic	<p>Traffic impacts associated with the Approved Project have been assessed in Appendix D of the SPIR.</p> <p>Dulwich Hill</p> <p>The proposed extension of the pedestrian overpass (concourse bridge) at the plaza entrance on the south side of the railway line has a positive impact on pedestrian accessibility to and from the station. This is not expected to result in any adverse operational traffic impacts beyond what was assessed in the SPIR.</p> <p>The relocation of the existing bus shelter approximately 10-20m further south on Wardell Road is a minor change and is not anticipated to result in any adverse traffic impacts including pedestrian connectivity.</p> <p>Hurlstone Park</p> <p>The relocated taxi parking on Floss Street will require the removal of one existing street parking</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>space. However, the loss of the street parking space is considered to be outweighed by the benefit of providing improved usability and accessibility of the station and other transport networks. The new location will be highly visible from the station entrance/ exit.</p> <p>Lakemba:</p> <p>The relocation of the new kiss and ride on The Boulevard will be in the place of part of an existing live traffic lane. However, this lane already has disrupted flow from a taxi parking bay within the lane (and next to the proposed kiss and ride). Therefore, an extension of the existing taxi parking area for the proposed kiss and ride is not expected to result in adverse operational traffic impact beyond what was assessed in the SPIR. The provision of the new kiss and ride allows for improved intermodal access to and from the station.</p> <p>Overall, the potential operational traffic impacts are considered to be consistent with the Approved Project.</p>				
Waste	No change from the Approved Project.	No additional measures required.	Y	Y	
Social	No change from the Approved Project.	No additional measures required.	Y	Y	
Economic	No change from the Approved Project. The proposed works have been identified through the SDPP process, which seeks to improve accessibility, functionality and usability of the station precincts, and this in turn is expected to result in economic benefits to nearby business owners.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	<p>Appendix G of the SPIR assessed the potential landscape character and visual amenity impacts associated with the Approved Project.</p> <p>The potential landscape character and visual impact assessed for the Approved Project, and the amended potential landscape character and visual impact associated with the proposed works is detailed below.</p> <p>Dulwich Hill</p> <p>Appendix G of the SPIR detailed that during the operation of the Approved Project there would be minor beneficial visual impact in views from Ewart Lane owing to the public realm improvements and quality of the architecture. However, the view from Wardell Road would present a minor adverse visual impact due to the obstruction and enclosure of the heritage platform buildings and district views currently appreciated from this location. There would also be a minor adverse visual impact in views at night during operation, from adjacent residential streets to the southeast, with the increased intensity of lighting from the station, near residential properties (including properties on Bedford Crescent, Wardell Road and Ewart Lane).</p> <p>The proposed extension to the pedestrian overpass (concourse bridge) subject of this CA, is not expected to result in any additional adverse visual impacts beyond what was assessed in the SPIR. The proposal is an extension of the approved pedestrian overpass and whilst slightly wider views of this structure will be achieved, it is part of the public realm improvements which was</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>considered to have beneficial visual impacts in the SPIR.</p> <p>The bus shelter relocation is not expected to result in any adverse visual impacts as it involves relocation of an existing bus shelter on Wardell Road, and is a typical street infrastructure which will improve legibility and comfort of bus users.</p> <p>Hurlstone Park</p> <p>Appendix G of the SPIR assessed that during operation of the Approved Project the views from the residential areas to the south and west of the site would have a minor adverse visual impact. The proposed design updates from the relocated taxi parking on Floss Street is not to change the level of visual impact assessed in the SPIR, as it only involves minor works including the erection of standard street signs and line markings on the road.</p> <p>Campsie</p> <p>The proposed bike storage subject of this CA is internal to an existing station building, so there is no change in the visual impact assessed for the Approved Project.</p> <p>Lakemba</p> <p>Appendix G of the SPIR assessed that during operation of the Approved Project and in views from The Boulevard towards the station that there would be negligible visual impact. The proposal involves the relocation of kiss and ride and facilities to The Boulevard from Railway</p>				

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>Street and this is not expected to result in any significant additional visual impacts as the works are minor and involve the erection of standard street signs and line markings on the road.</p> <p>The potential landscape and visual impacts associated with the proposal is considered to be consistent with the level of impact assessed for the Approved Project.</p>				
Urban design	No change from the Approved Project. The proposed works have been identified through the development of the SDPPs and are therefore, in accordance with the urban design vision for the station precincts.	No additional measures required.	Y	Y	
Geotechnical	No change from the Approved Project.	No additional measures required.	Y	Y	
Land use	No change from the Approved Project.	No additional measures required.	Y	Y	
Climate Change	No change from the Approved Project.	No additional measures required.	Y	Y	
Risk	No change from the Approved Project.	No additional measures required.	Y	Y	
Other	No change from the Approved Project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the Approved Project.	No additional measures required.	Y	Y	

12. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a metro rail line between Sydenham and Bankstown.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the Approved Project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No. The proposed works do not result in any new environmental impacts beyond those considered in the Approved Project.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are 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.

13. Other Environmental Approvals

Identify all other approvals required for the project:	N/A
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Author certification

To be completed by person preparing checklist.

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 Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Samantha Craig	Signature:	
Title:	Environmental Officer		
Company:	Sydney Metro	Date:	2/11/2021

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	2/11/2021
Title:	Associate Director, Planning Approvals	Comments:	
Signature:			

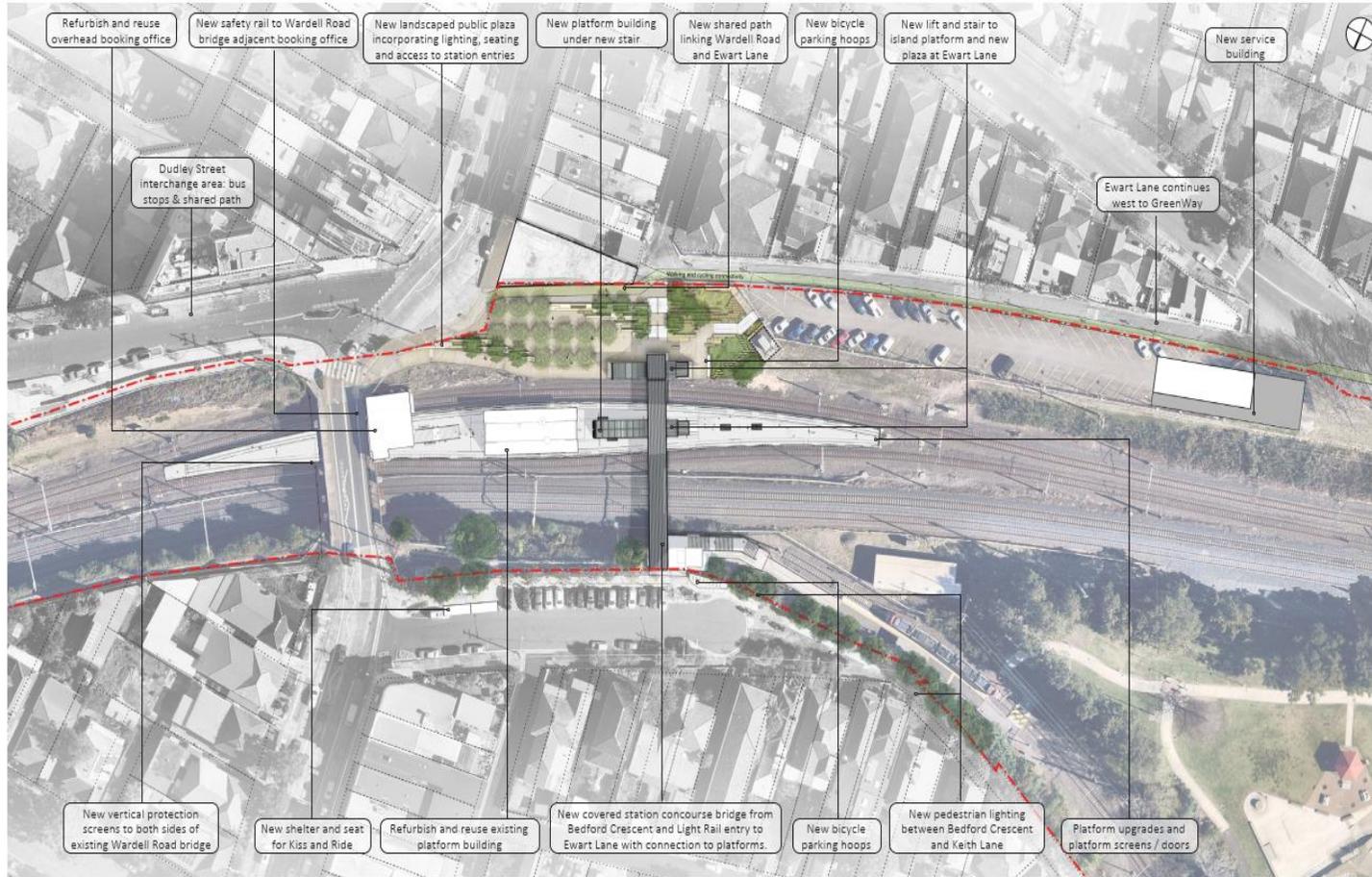
Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes ✓ The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	4 November 2021
Title:	Director City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			

Appendix A – SWM Station upgrades design elements

A1 – Dulwich Hill Station

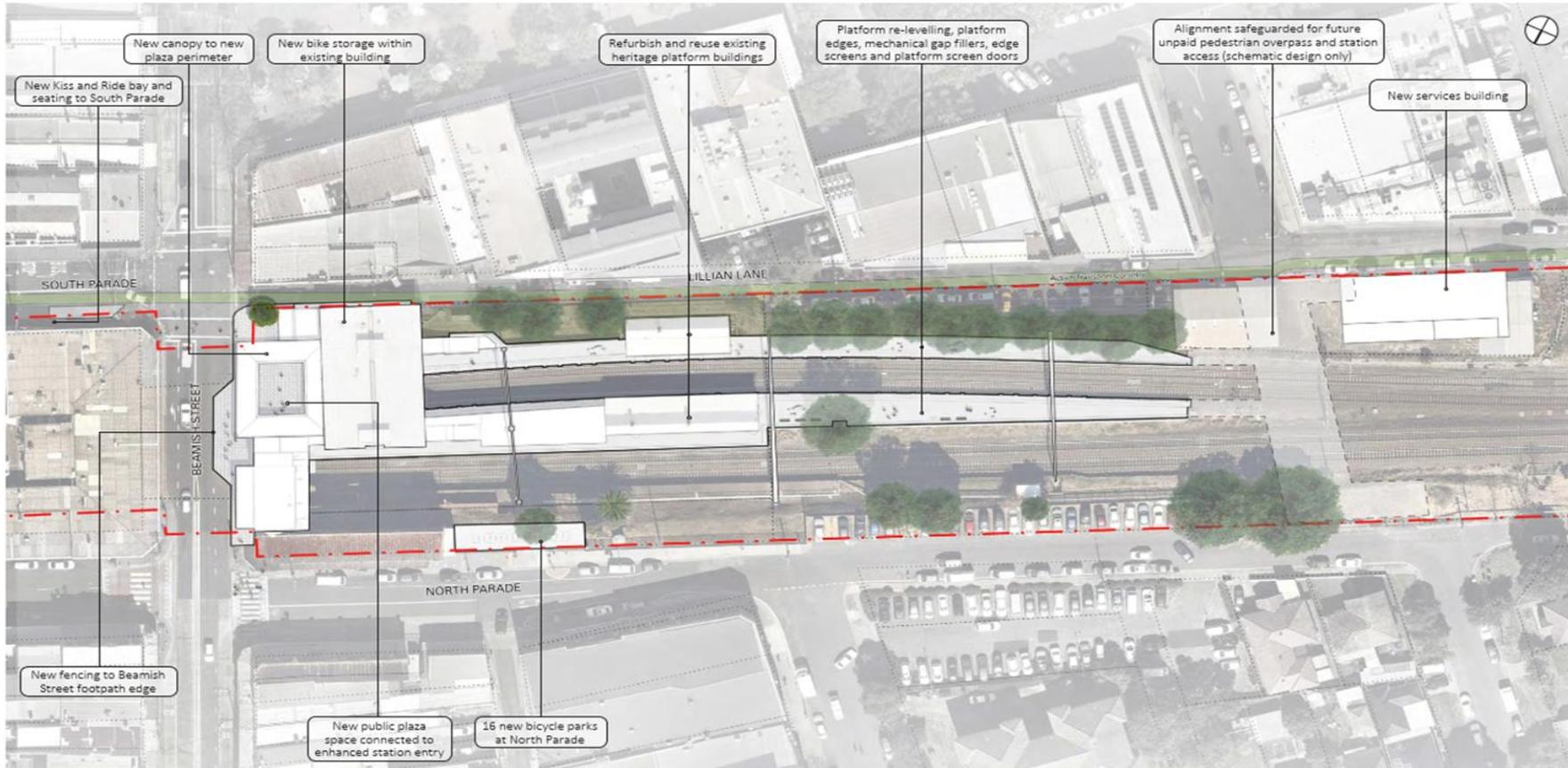


A2 – Hurlstone Park Station

Indicative location of proposed relocated taxi parking



A3 – Campsie Station



A4 –

A4 – Lakemba Station

