



# Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

<b>Assessment Name:</b>	Clyde MSF – Works outside project boundary
<b>Prepared by:</b>	GLC
<b>Prepared for:</b>	Sydney Metro
<b>Assessment number:</b>	GLC18
<b>Type of assessment:</b>	Critical SSI (Division 5.2 State significant infrastructure, <i>Environmental Planning and Assessment Act 1979</i> )
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## 1. Existing Approved Project

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

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

- SSI-10038 Sydney Metro West – Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process for Sydney Metro West)
- SSI-10038-Mod-1 The Sydney Metro West Westmead to The Bays and Sydney CBD - Modification 1 (Administrative Modification)
- SSI-10038-Mod-2 The Sydney Metro West Westmead to The Bays and Sydney CBD – Modification 2 (Clyde Stabling and Maintenance Facility)
- SSI-10038-Mod-3 The Sydney Metro West Westmead to The Bays and Sydney CBD - Modification 3 (Administrative Modification)
- SSI-10038-Mod-4 The Sydney Metro West Westmead to The Bays and Sydney CBD – Modification 4 (Administrative Modification)
- SSI-10038-Mod-5 The Sydney Metro West Westmead to The Bays and Sydney CBD – Modification 5 (Administrative Modification).

Date of determination:	Date of determination: <ul style="list-style-type: none"> <li>• SSI 10038: 11 March 2021</li> <li>• SSI-10038-Mod-1: 28 July 2021</li> <li>• SSI-10038-Mod-2: 03 June 2022</li> <li>• SSI-10038-Mod-3: 04 July 2022</li> <li>• SSI-10038-Mod-4: 23 December 2022</li> <li>• SSI-10038-Mod-5: 20 September 2023</li> </ul>	Type of planning approval:	Critical SSI (Division 5.2 “State significant infrastructure”, <i>Environmental Planning and Assessment Act 1979</i> )
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Relevant background information (including EA, REF, Submissions Report, Director General’s Report, MCoA):

This Consistency Assessment has been undertaken for the Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process). This includes the following planning approval documentation:

- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Environmental Impact Statement (15 April 2020)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Submissions Report (20 November 2020)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Amendment Report (20 November 2020)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 1 - Administrative Modification (28 July 2021)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 2 - Clyde Stabling and Maintenance Facility Modification Report (03 June 2022)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 2 - Clyde Stabling and Maintenance Facility Submissions Report (March 2022)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 3 - Administrative Modification (04 July 2022)

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- Sydney Metro West – Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 4 – Administrative Modification (23 December 2022)
- Sydney Metro West – Westmead to the Bays and Sydney CBD (Concept and Stage 1) Modification 5 – Administrative Modification (20 September 2023)
- Consolidated Instrument of Approval – Sydney Metro West – Concept and Stage 1 – Conditions of Approval (20 September 2023).

Description of existing approved project you are assessing for consistency:

The approved project includes the Concept and major civil construction works between Westmead and The Bays (Stage 1 of the planning approval process). This Consistency Assessment relates to Stage 1 works, as described below.

**Approved Major Civil Construction Work for Sydney Metro West between Westmead and The Bays**

Approved major civil construction works for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process) includes the following: (Refer to Section 9 of the Environmental Impact Statement (EIS) for more detail).

- Enabling works, such as demolition, utility supply to construction sites, utility adjustments and modifications to the existing transport network.
- Tunnel excavation including tunnel support activities between Westmead and The Bays.
- Station excavation for new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.
- Shaft excavation for services facilities at Rosehill, between Five Dock Station and the Bays Station construction sites and Silverwater.
- Civil work for the Clyde stabling and maintenance facility (MSF).
- Excavation of a tunnel dive structure and tunnels at Rosehill

The location of Stage 1, including the underground tunnel and surface construction sites for the stations and services facilities are shown on Figure 1 below.

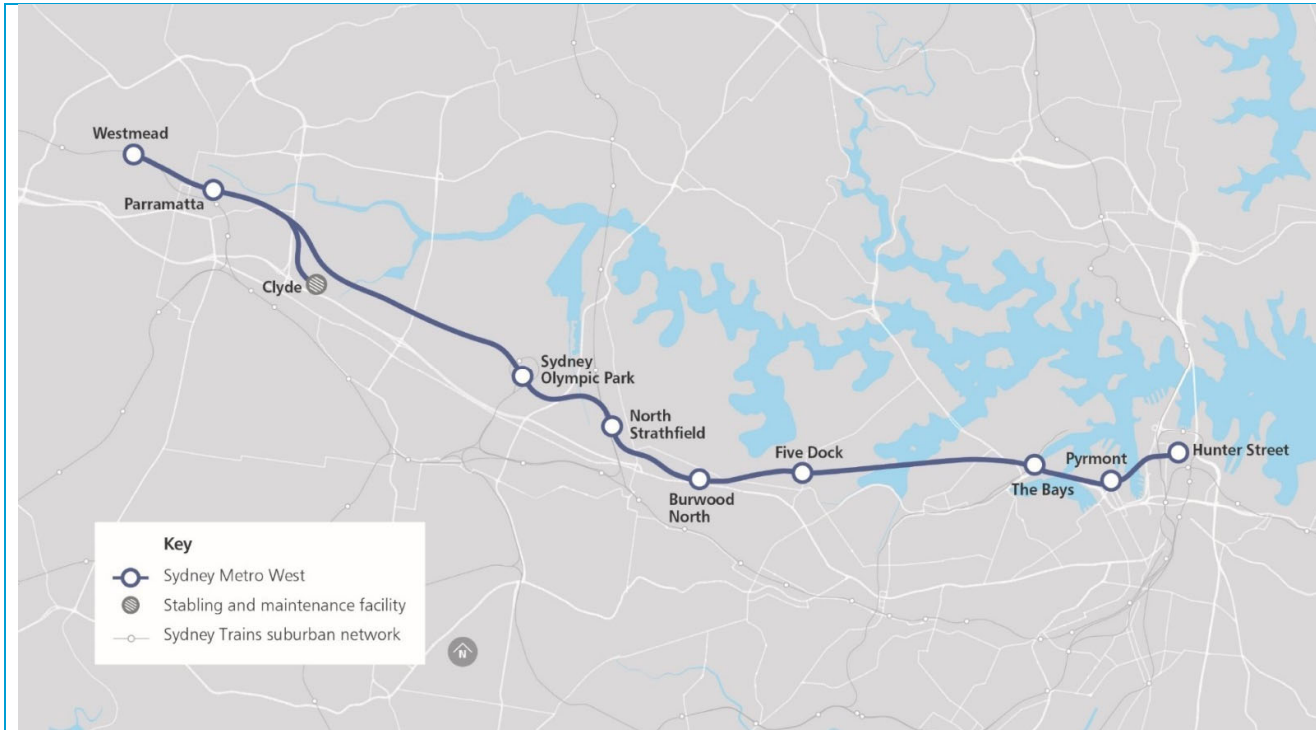


Figure 1 Location of Sydney Metro West - Stage 1

### Stage 1 Delivery Phases

The Sydney Metro West - Stage 1 construction works were split into seven delivery phases, including:

- Phase A – Power Enabling Works
- Phase B1 – Central Tunnelling Early Works
- Phase B2 – Central Tunnelling Main Works
- Phase C – Parramatta and Clyde Enabling Works
- Phase D – Greater Sydney Road Works
- Phase E – Existing Rail Corridor Enabling Works
- Phase F – Western Tunnelling Works

This Consistency Assessment has been prepared using the approved project information and site descriptions for construction activities between Sydney Olympic Park and Westmead, as documented in the 'Relevant background information' section below.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

This Consistency Assessment has been undertaken for the Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process). This includes the following planning approval documentation:

- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Environmental Impact Statement (15 April 2020)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Submissions Report (20 November 2020)
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- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 3 - Administrative Modification (04 July 2022)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 4 - Administrative Modification (23 December 2022)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 5 - Administrative Modification (20 September 2023)
- Consolidated Instrument of Approval - Sydney Metro West - Concept and Stage 1 - Conditions of Approval (20 September 2023)

All documentation has been published on the Department of Planning and Environment Major Projects website located here (Major Project Number: SSI-10038): <https://www.planningportal.nsw.gov.au/major-projects/project/25631>

Other relevant documentation prepared as part of design development and construction planning include:

- GLC13\_Environmental Review\_Clyde MSF\_Pruning of Mangroves\_REV D

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the Environmental Impact Statement, Submissions Report and Amendment Report and the Minister's Conditions of Approval (MCoA).

**Modification Report 5:**

The EIS identified an impact of 0.15 ha of Plant Community Type (PCT) 920 (*Mangrove Forests in estuaries of the Sydney Basin Bioregion and South East Corner Bioregion*) along A'Becketts Creek and Duck Creek within the Clyde stabling and maintenance facility footprint. During detailed construction planning and design, it became apparent that the construction of some of the element at the Clyde stabling and maintenance facility would impact additional areas of PCT 920 and marine ecology than what had been assessed for the approved project, including Key Fish Habitat (KFH).

The Modification sought approval to impact additional terrestrial and marine ecology for the following scopes already approved as part of the EIS:

- Relocation of utilities to a combined utility corridor to be constructed around the perimeter of the site to enable overall project construction activities;
- Scour protection for two watermain outlets which would discharge water;

- Demolition of existing dilapidated structures on the site;
- Construction of a bridge to support an internal haul road (i.e. Bailey Bridge);
- Construction of a stormwater basin outlet;
- Construction of water conveyance structures required for realignment of Duck Creek and A'Becketts Creek as part of the approved project; and
- Construction of a flood retention basin with scour protection required under the conditions of approval to not worsen flood characteristics at adjacent property and to protect Sydney Metro operational infrastructure.

As noted in the Modification Report 5 – The above scope of works remains consistent with the EIS and is already approved, however some elements of the above scope have been identified as occurring outside the EIS boundary. The purpose of this Consistency Assessment therefore, is to demonstrate that the impacts of the above works that reside directly adjacent to and immediately outside the project boundary in key areas, are assessed and demonstrated to be consistent with the impacts of the Approved Project.

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

During detailed design and construction planning it was identified that several portions of work at the Clyde Maintenance and Stabling Facility (MSF) already assessed as part of the EIS were located outside the project boundary, or adjacent to the project boundary such that additional vegetation in the Plant Community Type (PCT920 – Mangrove Forests in estuaries of the Sydney Basin Bioregion and South East Corner Bioregion) and marine ecology including Key Fish Habitat (KFH), required removal beyond what was assessed in the EIS.

Modification 5 was determined on the 20<sup>th</sup> September 2023 and permits the undertaking of the additional clearing and impacts of PCT 920 and coastal wetland. The assessment for the Modification however, was limited to the assessment on terrestrial and marine ecology, and heritage impact. The purpose of this Consistency Assessment is to further demonstrate consistency with the approved project by assessing all other environmental aspects to those assessed for the Approved Project for areas adjacent to, and immediately outside the approved construction boundary.

Figure 2 depicts the specific work locations which require works outside the EIS Boundary and therefore form part of this Consistency Assessment.

The proposed works required to be undertaken outside project boundary at the Clyde MSF include:

- **Combined Utilities – Final batter levels**  
Section 9.6.5 of the EIS for the approved project states that utilities would need to be adjusted, relocated and/or protected where there is a possibility they would otherwise be impacted by construction. All utilities currently located within the Clyde stabling and maintenance facility site are being relocated to the perimeter of the site to enable the overall approved project construction activities. Sheet piles have been installed along a 140-metre length of the Clyde MSF boundary to facilitate excavation of the utility's corridor as described in *GLC 13\_Environmental Review\_Clyde MSF\_Pruning of Mangrove (REV D)*. The use of sheet piles was deemed to be the most viable option as it allows excavation of the trench below ground level while retaining the creek embankment and assist in limiting groundwater and tidal inflows to the excavation. Given the presence of sheet piles and the steep descent down to the creek line, batter re-levelling works are required to ensure a safe gradient is re-instated to the creek. These works reside outside the project EIS boundary and so form part of this Consistency Assessment. The impact to vegetation as part of these proposed works were assessed under Modification 5.
- **Bailey Bridge**

A temporary crossing over Duck Creek is being considered to enable off-road earthmoving vehicles to traverse Clyde MSF. The placement of the bridge has been carefully considered such that no works outside project boundary would be required. However, the bridge would be located within airspace outside project boundary and further landowner's consent would be required. Minor vegetation pruning would also occur outside project boundary. The impact to vegetation as part of these proposed works were assessed under Modification 5.

- **Stormwater Basin Outlet**

One spillway with scour protection is required to allow overflow of the stormwater detention basin within the Clyde MSF and to reduce erosion of the creek embankment. The scour protection measures would be localised to the area for the stormwater basin outlet. Once constructed, the spillway will extend from the southeast edge of the Clyde MSF site into Duck Creek. The design is not finalised, however is being developed to minimise vegetation and KFH disturbance. The impact to vegetation as part of these proposed works were assessed under Modification 5.

- **Water Conveyance Structures (at Duck and A'Becketts Creek) and associated scour protection**

Duck Creek and A'Becketts Creek were proposed for realignment in Section 9.5.3 of the EIS. However, further design development has identified that part of the WCS reside outside the project EIS boundary and as such additional sections of the creek require appropriate works to manage flooding and hydrology impacts. Scour protection will be introduced for the WCS in areas outside the EIS boundary to prevent any accelerated erosion within the creek beds. The impact to vegetation as part of these proposed works were assessed under Modification 5.

- **Watermain Outlet and Scour Protection**

Two pipe tees are required to be installed from the new watermain towards the creek embankment to discharge water through a headwall and rock mattress, located behind 1 and 9 Tennyson Street. The pipe tees will be permanent installations and will require the clearing of areas of vegetation to facilitate the construction of the pipe tees and associated scour protection measures. There will also be some temporary impacts surrounding the pipe tee to facilitate construction access. Scour protection will also be introduced to prevent erosion within the creek beds from water passing through the watermain. The impact to vegetation as part of these proposed works were assessed under Modification 5.

- **Flood Retention Basin and Associated Scour Protection**

The flood retention basin was introduced as a mitigation measure to comply with MCoA D10, and once constructed will mitigate the downstream flood impacts of the project. The construction of the Flood retention basin includes provision of a spillway that merges with the new creek alignment, and associated scour protection measures to prevent erosion within the creek beds. While the vast majority of works resides within the project footprint, scour protection elements associated with the basin outlets are located outside the project footprint. The impact to vegetation as part of these proposed works were assessed under Modification 5.



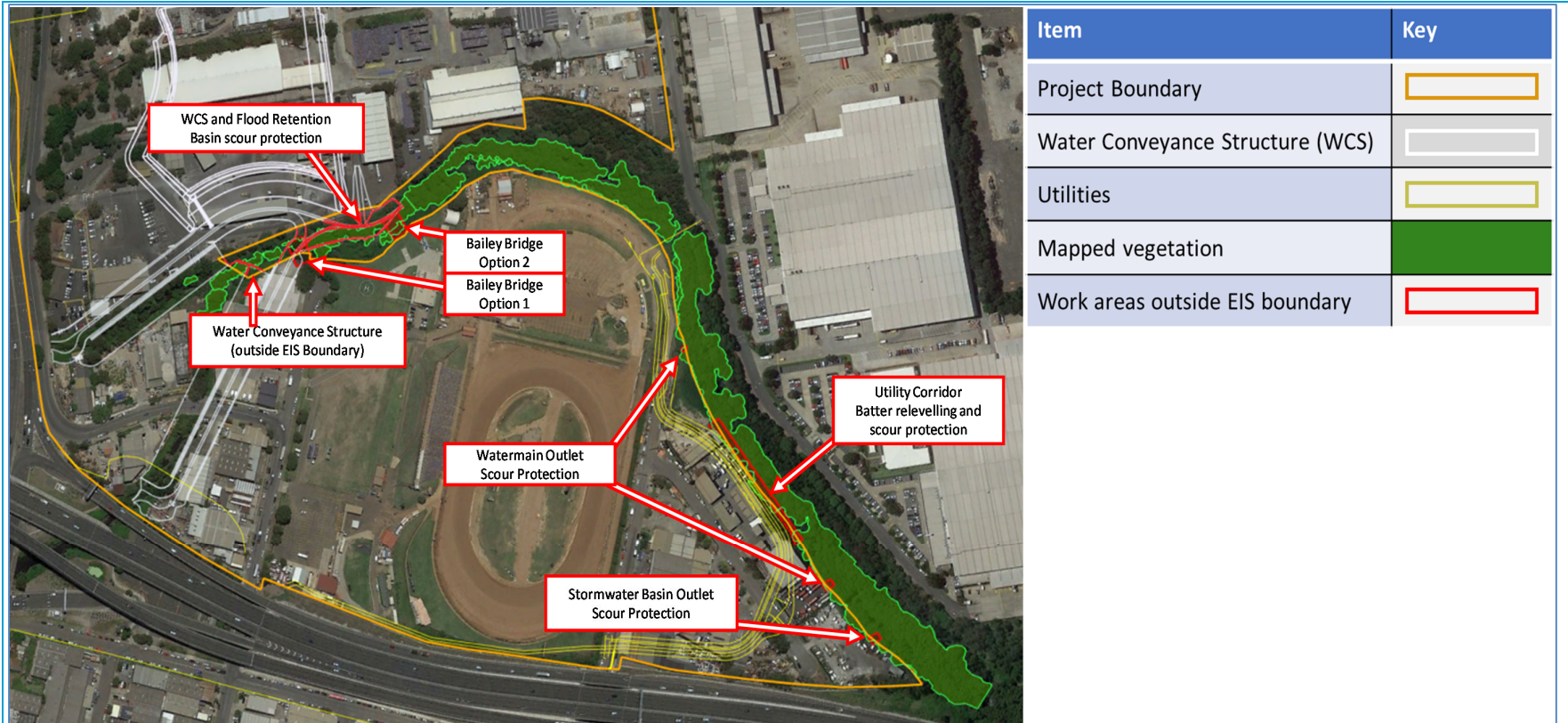


Figure 2 Key work areas that require works outside the EIS boundary.

**Table 1 Proposed methodology and equipment for each scope of works**

Activity stages	Proposed Methodology	Indicative plant list
<b>Combined Utilities Corridor – Final batter levels</b>		
	<ul style="list-style-type: none"> <li>• Survey to markup the top/base of batter prior to works.</li> <li>• Erosion and sediment controls to be installed as per Erosion and Sediment Control Plan (ESCP)</li> <li>• Excavator to excavate area and place soil to required final batter levels.</li> <li>• Geofabric and gabion mattress baskets to be placed over base of excavation by hand.</li> <li>• Scour protection rocks to be placed over geotextile fabric and mattress baskets and level off to the desired slope and level.</li> <li>• Rock material to be compacted with a plate compactor.</li> </ul>	<ul style="list-style-type: none"> <li>• Excavators</li> <li>• Tipper trucks</li> <li>• Hand tools</li> <li>• Plate compactor.</li> </ul>
<b>Watermain Outlets and Scour Protection works</b>		
	<ul style="list-style-type: none"> <li>• Survey to markup location of headwalls and suitability with the ecologist.</li> <li>• Erosion and sediment controls to be installed as per Erosion and Sediment Control Plan (ESCP)</li> <li>• Trimming of overhanging and impeding vegetation using a chainsaw.</li> <li>• Excavator to be used to excavate down to the base of the concrete headwall and scour protection rock mattress. This will include vegetation removal</li> <li>• Spoil to be removed via a tipper truck and sent to a licensed waste facility following classification.</li> <li>• Geofabric to be placed over base of the excavation.</li> <li>• Excavator to lower the precast concrete headwalls into final position.</li> <li>• Excavator to place scour protection over geotextile fabric and level off to the finished desired level.</li> <li>• Outlet pipe and check valve to be installed through the headwall and epoxy grout used to seal the outlets to the pipe.</li> </ul>	<ul style="list-style-type: none"> <li>• Chainsaw</li> <li>• Excavators</li> <li>• Plate compactor</li> <li>• Tipper trucks</li> <li>• Light vehicles</li> <li>• Hand tools.</li> </ul>
<b>Bailey Bridge</b>		
	<ul style="list-style-type: none"> <li>• Survey to markup key work locations and suitability with the ecologist.</li> <li>• Erosion and sedimentation controls to be installed as per ESCP</li> <li>• Vegetation to be trimmed/cleared if required (Option 2)</li> <li>• Soil compaction</li> <li>• Installation of bored piles including completion of concrete pours.</li> <li>• Spoil to be removed via a tipper truck and sent to a licensed waste facility following classification</li> <li>• Lift and install bridge abutments and prefabricated bridge structures.</li> <li>• Scour protection adjacent to the creek to be installed as per the methodology detailed in WCS Works.</li> </ul>	<ul style="list-style-type: none"> <li>• Piling rigs</li> <li>• Excavators</li> <li>• Compaction rollers</li> <li>• Tipper truck</li> <li>• Concrete agitator</li> <li>• Hand tools</li> <li>• Mobile crane.</li> </ul>
<b>Stormwater Basin Outlet Scour Protection works</b>		
	<ul style="list-style-type: none"> <li>• Survey to confirm work locations and suitability with the ecologist.</li> <li>• Erosion sediment controls to installed as per ESCP</li> <li>• Vegetation to be trimmed/removed as required for works.</li> <li>• Excavate to the desired depth for the concrete headwall and scour protection rock mattress.</li> <li>• Place bedding material at base of excavation (stabilised sand and concrete).</li> </ul>	<ul style="list-style-type: none"> <li>• Trimmer</li> <li>• Tipper</li> <li>• Excavator</li> <li>• Compactor</li> <li>• Plate compactor</li> </ul>

<ul style="list-style-type: none"> <li>• Precast concrete headwalls to be placed into position and backfill.</li> <li>• Geofabric, followed by scour protection rocks to be placed to meet finished level.</li> <li>• Seal any gaps between the pipe and headwall using epoxy grout.</li> <li>• Trim excess geofabric and re-grade batter to tie in with scour rocks/headwall levels.</li> <li>• Batter to be sloped to natural surface.</li> </ul>	<ul style="list-style-type: none"> <li>• Forklift</li> <li>• Hand tools</li> <li>• Mulcher</li> <li>• EWP</li> <li>• Concrete agitator.</li> </ul>		
<p><b>Water Conveyance Structures and Flood Retention Basin Scour Protection works</b></p>			
<p>General methodology:</p> <ul style="list-style-type: none"> <li>• Set up site including installation of erosion sediment controls as per ESCP</li> <li>• Installation of edge protection fencing/barriers along the excavation area for the exclusion zone.</li> <li>• Installation of the WCS as per the approved project and relevant methodology. <i>Note – this is not the purpose of this Assessment as these works are already approved.</i></li> </ul>			
<p>Scour protection for the WCS and Flood retention basin outlet.</p>	<table border="1"> <tr> <td data-bbox="525 592 1360 881"> <ul style="list-style-type: none"> <li>• Clearing and grubbing of the channel following completion of the creek diversion.</li> <li>• Ecologist to inspect the creek bed to capture and relocate any fauna.</li> <li>• Existing vegetation, debris, or waste along the creek to be cleared with unsuitable soil being removed offsite following classification and replaced with imported clean fill.</li> <li>• Backfill and compact the channel.</li> <li>• Geofabric to be placed onto the embankment, followed by scour protection rocks.</li> <li>• Rocks to be graded to the required slope and gradient.</li> <li>• Excess geofabric to be cut and removed.</li> </ul> </td> <td data-bbox="1360 592 1791 881"> <ul style="list-style-type: none"> <li>• Tipper trucks</li> <li>• Chainsaw Mulcher</li> <li>• 14T Excavators</li> <li>• 14T Compactor.</li> </ul> </td> </tr> </table>	<ul style="list-style-type: none"> <li>• Clearing and grubbing of the channel following completion of the creek diversion.</li> <li>• Ecologist to inspect the creek bed to capture and relocate any fauna.</li> <li>• Existing vegetation, debris, or waste along the creek to be cleared with unsuitable soil being removed offsite following classification and replaced with imported clean fill.</li> <li>• Backfill and compact the channel.</li> <li>• Geofabric to be placed onto the embankment, followed by scour protection rocks.</li> <li>• Rocks to be graded to the required slope and gradient.</li> <li>• Excess geofabric to be cut and removed.</li> </ul>	<ul style="list-style-type: none"> <li>• Tipper trucks</li> <li>• Chainsaw Mulcher</li> <li>• 14T Excavators</li> <li>• 14T Compactor.</li> </ul>
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<p>Installation of Pre-cast planks (<i>Where this occurs outside the EIS boundary</i>)</p>	<table border="1"> <tr> <td data-bbox="525 888 1360 1097"> <ul style="list-style-type: none"> <li>• Pre-cast concrete planks to be unloaded onto site using the 150T crane.</li> <li>• Survey will undertake a final check of all work positions.</li> <li>• 400T crane to lift and install the precast planks for WCS and flood relief bridge culvert.</li> <li>• Form Reo Pour (FRP) works</li> </ul> </td> <td data-bbox="1360 888 1791 1097"> <ul style="list-style-type: none"> <li>• 150T Mobile crane</li> <li>• Flatbed truck</li> <li>• 400t Mobile crane</li> <li>• Crane</li> <li>• Elevated Working Platform (FRP)</li> <li>• Telehandler.</li> </ul> </td> </tr> </table>	<ul style="list-style-type: none"> <li>• Pre-cast concrete planks to be unloaded onto site using the 150T crane.</li> <li>• Survey will undertake a final check of all work positions.</li> <li>• 400T crane to lift and install the precast planks for WCS and flood relief bridge culvert.</li> <li>• Form Reo Pour (FRP) works</li> </ul>	<ul style="list-style-type: none"> <li>• 150T Mobile crane</li> <li>• Flatbed truck</li> <li>• 400t Mobile crane</li> <li>• Crane</li> <li>• Elevated Working Platform (FRP)</li> <li>• Telehandler.</li> </ul>
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**Duration or works:**

*Note – pending the approval of this Consistency Assessment, and subject to the implementation of the construction program including any delays or challenges, the duration and timeline of the proposed works may vary. However, indicative timelines and duration of each of the proposed works are specified in Section 3.0.*

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**Working Hours:**

Most works will be delivered during approved construction hours. Where works are required to occur outside approved construction hours, this will be in accordance with the Conditions of Approval and or the EPL (No. 21676). For example – influencing factors may include the creek tide conditions, worker safety and accessibility.

**Staffing Levels:**

As per the approved project – no additional staff required.

**Impacts on Utilities/Authorities:**

No impact to utilities proposed.

**Wastes generated:**

Wastes generated will be as per the approved project. Vegetation clearance and KFH impact will be in accordance with limits prescribed in Modification 5.

**Hazardous substances/dangerous goods used:**

No hazardous substances or dangerous goods required for the delivery of works.

### 3. Timeframe

The project works will occur during standard construction hours set within the approved project. All OOHW would be managed in accordance with the Project Noise and Vibration Management Plan and Project EPL 21676. The indicative timeframes for each activity are presented as follows:

**Utility Corridor batter releveling and scour protection works:**

- Works are anticipated to occur upon completion of all Utility corridor works and upon receipt of a final design and construction methodology of the batter realignment. Expected start date is projected for June 2024. Works may take up to 3 months to deliver depending on site conditions.

**Water Conveyance Structure and Flood Retention Basin Scour Protection Works**

- Works are anticipated to start with site set-up and scour protection measures in October 2023 and concluding in August 2024 with the installation of the final precast planks.

**Watermain Outlet and Scour Protection**

- Works to each outlet will require approximately one week of work. Works are anticipated to occur anywhere between October 2023 and June 2024

**Stormwater Basin Outlet**

- Works are anticipated to occur between February 2024 to April 2024

**Bailey Bridge**

Works are anticipated to occur between October 2023 and December 2023.

## 4. Site description

### Clyde Maintenance and Stabling Facility

The Clyde MSF is situated about 2 kilometres southeast of Parramatta city. It spans an area of around 383,000 square meters between the M4 motorway, James Ruse Drive, and Rosehill Gardens Racecourse. As seen in Figure 3, Clyde MSF is divided into north and south portions by A' Becketts Creek and Duck Creek respectively. The Site is highly industrial in nature, such that the existing vegetation that borders Duck creek, A'Becketts Creek and Duck river contribute little to no aesthetic value to the local landscape character. Historically, Clyde MSF was used exclusively for industrial and commercial purposes, including but not limited to the Sydney Speedway, and the former T6 Carlingford Line at Rosehill.

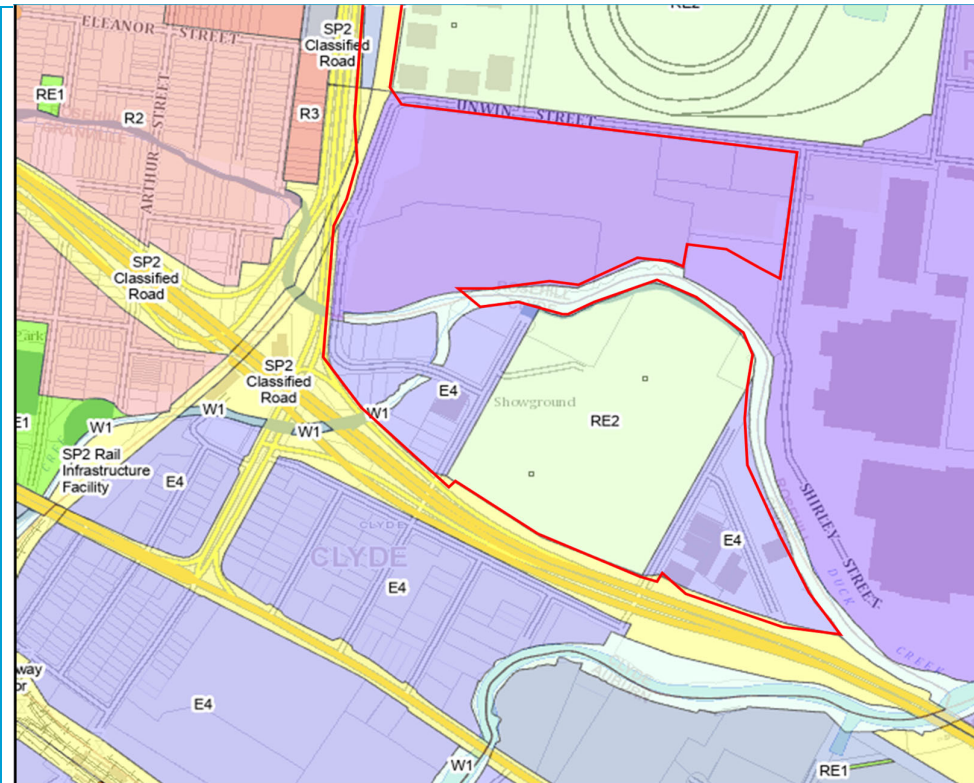
### Proposed Work Area

The proposed work area is located on A' Becketts Creek and Duck Creek, in areas that reside outside the Project EIS Boundary as depicted in Figure 2. A' Becketts Creek is a first-order waterway with a concrete-lined channel over long sections, while Duck Creek is a second-order waterway that is unlined and highly disturbed. Both Creeks are categorized as Type 1 Key Fish Habitats and have a low sensitive receiving environment rating. The Clyde MSF construction site is situated in the lower reaches of the Duck River sub-catchment, which is part of the wider Parramatta River catchment. The sub-catchment covers an area of approximately 42 km<sub>2</sub> and includes Duck River, Duck Creek, and A' Becketts Creek.

The proposed work area is located at the centre of Clyde MSF on land zoned predominantly as W1- Natural Waterways, as well as on land zoned as - E4 General Industrial and RE2 - Private Recreation. Land surrounding the proposed work locations are predominantly zoned as E4 – General Industrial to the north and northeast, and SP2 – Infrastructure to the south. Land zoning details are depicted in Figure 3 below.

The works proposed to occur outside the project boundary occur on land that is owned by City of Parramatta Council and TfNSW Maritime.





Item	Key
EIS Boundary	
RE1/2 – Public/Private Recreation	
E4/E5 – General Industrial	
R2/3 – Low/Medium Density Residential	
W1 – Natural Waterways	
SP2 – Rail/Road Infrastructure	



Figure 3 Land zoning details in the context of the indicative Project EIS Boundary

## 5. Site Environmental Characteristics

The proposed works are located within Clyde MSF, more specifically in and around the Duck River sub-catchments Duck Creek and A' Becketts Creek. A desktop assessment including review of the EIS and supporting assessments were undertaken in September 2023 to understand the existing environment and potential impacts associated with the proposed works.

A summary of the site's environmental characteristics for the various areas where works are proposed to take place is provided below.

### Land Use

Historically, the Clyde MSF site comprised commercial, industrial and recreational land uses since the 1940s, including a racetrack on the former Sydney Speedway site. During this time the two creeks were occupied more heavily with native vegetation. Reclamation and realignment works occurred at various points along A'Becketts and Duck Creek in the 1970s, which was also associated with increased development of large scale industrial and warehousing land uses. By the late 1970s, native vegetation was exclusively found in sections along the banks of Duck Creek and Duck River, with the remainder of the area having undergone extensive clearance.

The proposed work areas that reside adjacent to the EIS boundary are located on Crown Land as well as on land classified as W1 (Natural Waterways) in the Parramatta Local Environmental Plan (LEP) 2023 (noting no work would occur on lots 3, 5 and 6 of DP 1116474).

Land uses surrounding the construction site include the following:

- North of the site is the Rosehill Gardens Racecourse.
- East of the site is Duck Creek and Shirley Street, beyond which are large warehouses, and the Viva Energy site that was formerly used as part of the Clyde oil refinery.
- South of the site is the M4 Western Motorway, beyond which the Clyde industrial area continues.
- West of the site is a corridor containing James Ruse Drive and the now-closed T6 Carlingford Line. Further west are low-density residential areas in Rosehill and Granville.
- Sydney Speedway (location on NSW Government-owned land) is a key land use feature of the site noting the Sydney Speedway has now been made redundant and a new speedway has been constructed and is in operation.
- Duck Creek is also located within the construction site and is heavily vegetated.

### Soils and Contamination

The project area is located within the Port Jackson Basin soil landscape and is classed as having an over-cleared status. The Port Jackson Basin landscape is described as an extensive Quaternary estuary fill with muddy sand at the head of most tributary streams. Sandstone slopes and cliffs have patches of uniform or gradational sandy soil on narrow benches and within joint crevices that support forest and woodland of Sydney Peppermint (*Eucalyptus piperita*), Smooth-barked Apple (*Angophora costata*), Red Bloodwood (*Corymbia gummifera*) and Blackbutt (*Eucalyptus pilularis*). Estuarine sands were originally dominated by saltmarsh but have been taken over by Grey Mangrove (*Avicennia marina*) in the past century.

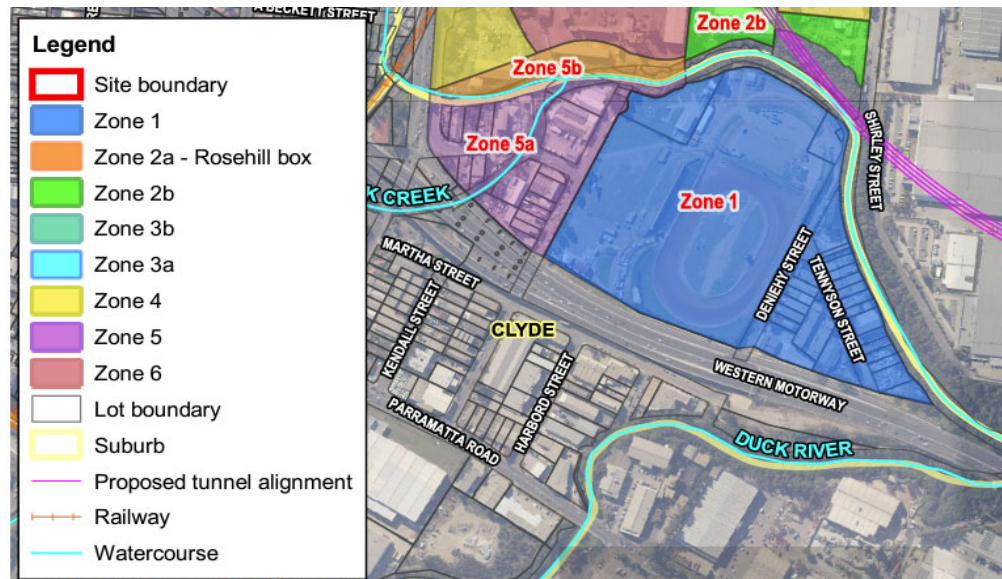
The EIS Chapter 19 – Soils and Surface Water Quality: describes the project area as a Disturbed Terrain soil landscape, characterised by hummocky terrain being extensively disturbed by human activity, including complete disturbance, removal or burial of soil. Turfed fill areas are commonly capped with sandy loam or compacted clay overfill or waste materials. As Disturbed Land, the proposed work area has likely been dredged/ mined, and is characterised by fill and/ or alluvium. Given the disturbed soil

profile, Acid Sulphate Soils are highly unlikely to occur (>4m AHD), however Detailed Site Investigations (DSI) undertaken by GLC in the vicinity of the proposed work area have confirmed the presence of ASS and proposed measures to manage any ASS environmental risks appropriately.

EIS Chapter 20 - Contamination: The EIS classifies the proposed work area as having a moderate contamination risk, and notes the following potential site concerns and risks:

- Leaks and spills from vehicle maintenance and use
- Historical use of potentially contaminated fill within waterways
- Leaks and spills from petroleum storage infrastructure, maintenance and refuelling, polyfluoroalkyl substances (PFAS) from hydraulic fluids.

Results of the DSI conducted by Epic Environmental identified the proposed works to be located in Zones 1, 5a, and 5b (See Figure 4).



Zone	Contaminants present
<b>Zone 1</b>	<ul style="list-style-type: none"> <li>• General asbestos contamination throughout zone 1</li> <li>• Bulk friable asbestos identified</li> <li>• Elevated heavy materials in soil/groundwater reported</li> <li>• Known underground petroleum storage systems</li> <li>• PFAS and heavy metals in soil and groundwater identified</li> </ul>
<b>Zone 5a and 5b</b>	<ul style="list-style-type: none"> <li>• Bonded Asbestos Contaminated Material (ACM) and AF/FA in fill materials</li> <li>• PCB contamination identified</li> <li>• TRH/BTEX contamination identified</li> <li>• Leachable heavy metals (specifically zinc) in soils and elevated zinc in groundwater</li> <li>• PFOS in groundwater.</li> </ul>

Figure 4 EPIC Environmental DSI - Detailing key contamination zones at the Clyde MSF.

**Aboriginal Heritage**

No Aboriginal heritage items were identified within the Project Area as determined in the Heritage Impact Assessment (HIA) undertaken for Modification Report 5. The closest Aboriginal heritage item is located approximately 100 metres south of the Project Area.



### Non-Aboriginal Heritage

Duck Creek is a 'Wetlands' classified as a heritage item of local value, listed as Item 11 under Schedule 5 of the Parramatta LEP 2023.

### Hydrology and Water Quality

- Two mapped watercourses are located within the Project Area:
  - A'Becketts Creek – a first order watercourse, and
  - Duck Creek – a second order watercourse.
- Several first and second order watercourses are located within the 1,500m buffer, with the closest major waterbody (Parramatta River- fourth-order watercourse), located about 1,400m to the north of the proposed work area.
- Duck River receives flows from Duck Creek, Little Duck Creek and A'Becketts Creek. The waterways generally flow south to north, with the eastern and western sides being moderately sloping. In its lower reaches, water levels and flows in the Duck River are influenced by tidal oscillations associated with its location in the upper estuary of the Parramatta River.

### Noise and Vibration

Existing noise levels surrounding the project area are generally controlled by commercial and industrial land uses. The catchment surrounding the project area is mostly residential adjacent to the M4 Motorway in Granville, with some commercial use in the southeast.

### Biodiversity

The project proposed work area has been categorised as containing 'Coastal Wetlands' according to the State Environmental Planning Policy (Resilience and Hazards) 2021. Stantec (2023) conducted a Marine Ecological Assessment (MEA) of the proposed work area and concluded Duck Creek and A'Becketts Creek are of notably poor condition, heavily impacted by inflows from its highly urbanized catchment setting, and supported no native fish species apart from a single Australian Long finned Eel. A Biodiversity Development Assessment Report (BDAR) was completed for the works by East Coast Ecology Pty Ltd (2023) which assessed the projects impacts on terrestrial ecology.. Both Duck Creek and A'Becketts Creek are flows into the significant watercourse, Duck River which later feeds into Parramatta River, which is a sensitive receiving environment due to its proximity to Coastal Wetlands and its classification as a KFH by the NSW Department of Primary Industries (DPI).

Terrestrial groundwater-dependent ecosystems exist along the Parramatta River, and mangroves can be found along both Duck River and A'Beckett's Creek. Modification 5 was determined in September 2023 and approved the removal of an additional 0.64 ha of vegetation along Duck Creek. This vegetation comprises 5274 m<sup>2</sup> of Key Fish Habitat - coastal wetlands under the Fisheries Management Act 1994, 1130 m<sup>2</sup> of Key Fish Habitat - mature mangroves and associated pneumatophores/saplings under the *Fisheries Management Act 1994*, and around 4000 m<sup>2</sup> classified as PCT 920 under the Biodiversity Conservation Act 2016, which is also considered habitat for the threatened species *Myotis macropus* (Southern Myotis). Duck Creek is moderately disturbed with high sensitivity, while A'Becketts Creek is highly disturbed with moderate sensitivity. Both creeks however are classified as sensitive receiving environments due to their proximity to SEPP Coastal Wetlands.

**Traffic, Transport and Access**

The construction site for Clyde MSF is situated between Shirley Street, Unwin Street, James Ruse Drive, and the M4 Western Motorway. Due sites proximity to industrial land uses, the pedestrian network surrounding the construction site is limited. There are only a few formal pedestrian crossings available, which are situated at a considerable distance from the construction site. It is anticipated that pedestrian traffic around the Clyde MSF construction site will remain low. Additionally, there are no train or bus routes within a radius of approximately 350 meters from the proposed works area.

**6. Justification for the proposed change**

During detailed construction planning and design, it was identified that some elements of works approved, reside just outside the approved project boundary. The approved scope of work required at the Clyde stabling and maintenance facility relevant to this Consistency Assessment include:

- Relocation of utilities to a combined utility corridor to be constructed around the perimeter of the site to enable overall project construction activities;
- Scour protection for two watermain outlets which would discharge water. Scour protection is required to slow the discharge of water and minimise additional impact to the creek;
- Demolition of existing dilapidated structures on the site which are required to be removed for safety reasons;
- Construction of a bridge to support an internal haul road (i.e. Bailey Bridge) to minimise traffic impact on the local road network;
- Construction of a stormwater basin outlet to reduce erosion of the creek embankment;
- Construction of water conveyance structures required for the realignment of Duck Creek and A'Becketts Creek as part of the approved project; and
- Construction of a flood retention basin with scour protection required under the conditions of approval to not worsen flood characteristics at adjacent property and to protect Sydney Metro operational infrastructure.

Following a design review of the abovementioned scope of works required for the construction of the approved project, it became apparent that the construction of these elements would impact areas outside the approved EIS boundary assessed for the approved project. Similarly, it was also identified that additional clearing of vegetation was required to facilitate the construction of the SSI, and as such Modification 5 was obtained where by the impact to mangrove, coastal wetland and KFH extents in the EIS where expanded.

The purpose of this Consistency Assessment therefore, is to ascertain the impact of the works which reside outside the EIS boundary and to demonstrate consistency with the Approved Project including Modification Report 5 (noting impact to biodiversity and heritage were assessed under Modification 5).

**7. Environmental Benefit**

The implementation of the proposed scour protection works outside the project boundary will help protect Duck Creek and A'Becketts creek against unwanted soil erosion due to water velocity in the creeks

**8. Control Measures**

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

		identified in an existing EMP?	
9. Conditions of approval / Environmental mitigation measures			
Number	Condition of Approval/ Environmental mitigation measure	Discussion on relevance and consistency for proposed change	
<b>Conditions of Approval (CoA)</b>			
D3	Impacts to plant community types must not exceed those identified in the documents listed in Condition A1 of this schedule, unless otherwise approved by the Planning Secretary. In requesting the Planning Secretary's approval, an assessment of the additional impact(s) to plant community types and an updated ecosystem and / or species credit requirement under Condition D4 below, if required, must be provided.	<p>Impacts are consistent with clearing extents specified in Modification Report 5.</p> <p>No change from the Approved Project.</p>	
D4	Before any vegetation clearing or tree removal that must be offset under the BC Act, the relevant credits specified in Table 3 below must be purchased and retired. The retirement of credits must be carried out in accordance with the offset rules of the BC Act.	<p>An additional 8 ecosystem credits and 8 species credits under the <i>Biodiversity Conservation Act 2016</i> are required as part of Modification 5. Sydney Metro are required to purchase and retire credits specified in Table 3 of this CoA.</p> <p>No change from the Approved Project.</p>	
D6	The Proponent must submit evidence of the retirement of credits required by Condition D4 above to the Planning Secretary for information within one (1) month of receiving evidence of the retirement of credits and / or a certificate confirming payment under Condition D5 above before any vegetation clearing or tree removal that must be offset under the BC Act.	<p>Sydney Metro are required to acquire and submit evidence of the retirement of credits or a certificate confirming payment to the Secretary.</p> <p>No change from the Approved Project.</p>	

D6A	Impact to Key Fish Habitat (KFH) as defined in Policy and Guidelines for Fish Habitat Conservation and Management (DPI, 2013 update) must be avoided where possible. KFH must be offset at a ratio of 2:1 in accordance with the documents listed in Condition A1.	Impacts to KFH within Duck Creek, A'Becketts Creek and Duck River are as per the Approved Project and Modification 5 Report. Sydney Metro will offset KFH at a ratio of 2:1 in accordance with documents listed in Condition A1.
D6B	A Key Fish Habitat Offset Strategy (the strategy) must be prepared in consultation with DPI Fisheries and published in accordance with Condition B11 before the commencement of operation of the Concept of the CSSI. The strategy must:...	Sydney Metro requirement.  No change from the Approved Project.
D7	Before the removal or clearing of any vegetation, or the demolition of structures identified as potential roosting sites for microbats at the Clyde Stabling and Maintenance Facility site commences, pre-clearing / demolition inspections for the threatened species must be undertaken. The inspections, and any subsequent relocation of fauna and associated management / offset measures, must be undertaken under the guidance of a suitably qualified and experienced ecologist. Survey and relocation methodologies and management / offset measures must be included in the Flora and fauna CEMP Sub-plan required under Condition C5 of this schedule or the relevant Site Establishment Management Plan required by Condition A17 of this schedule.	An Ecologist will be present on site to undertake inspections prior to works, and to oversee the vegetation clearing process. The ecologist will also be responsible for any fauna relocations required during the delivery of works.  No change from the approved project.
D8	In the event roosting sites have been identified under Condition D7 above, bat boxes must be provided or suitable habitat built within the Clyde Stabling and Maintenance Facility site.	Roosting sites have not been identified in surveys to date for works as part of Modification Report 5 or this Consistency Assessment.  No change from the Approved Project.
D9	As many mature trees and as much urban canopy as practicable must be retained during construction. Canopy trimming should be considered where practicable prior to any mature tree removal.	Clearing extents will continually be reviewed during the construction process to avoid unnecessarily clearing all trees assessed and approved for clearing under Modification 5.  No change from the Approved Project.
D71	Before commencement of any construction that would result in the disturbance of moderate to high risk contaminated sites as identified in the documents identified in Condition A1 of this schedule, Detailed Site Investigations (for contamination) must be conducted to determine the full nature and extent of the contamination....	Detailed site investigations have been conducted to date at the proposed work locations.  No change from the Approved Project.
D115	Work on waterfront land must be carried out in accordance with controlled activity guidelines.	No change from the Approved Project.

D117	Stage 1 of the CSSI must be designed and constructed so as to maintain the NSW Water Quality Objectives (NSW WQO) where they are being achieved as at the date of this approval, and contribute towards achievement of the NSW WQO over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the NSW WQO, in which case those requirements must be complied with.	The proposed works (scour protection and embankment levelling) are designed to help mitigate against unnecessary soil erosion and therefore water pollution.  No change from the Approved Project.
D120	Drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) and drainage swales and depressions must be carried out in accordance with relevant guidelines and designed by a suitably qualified and experienced person.	No change from the Approved Project.
<b>Revised Environmental Mitigation Measures (REMM's)</b>		
B1	During construction, sufficient flow and fish passage would be maintained similar to current conditions during in-stream works where feasible and reasonable.	The Water Conveyance Structure and Creek diversion works are consistent with scope and impacts detailed in the Approved Project.  No change from the Approved Project.
B2	The A'Becketts Creek and Duck Creek crossings would be designed to: <ul style="list-style-type: none"> <li>• Provide sufficient fish passage in accordance with Policy and guidelines for fish habitat conservation and management Update 2013 (DPI (Fisheries NSW) 2013)</li> <li>• Incorporate suitable scour protection.</li> <li>• Avoid worsening existing flow velocities downstream from the crossing locations.</li> <li>• Incorporate a vegetated riparian zone within the realigned open channel sections where feasible and reasonable.</li> </ul>	The proposed works are consistent with the Approved Project and the requirements detailed in this REMM.  No change from the Approved Project.
B5	During the construction works within Duck Creek and A'Becketts Creek, the following would be considered: <ul style="list-style-type: none"> <li>• platforms/temporary wharfs would be used in preference to weirs for instream construction works.</li> <li>• floating booms and silt curtains would be implemented around work zones.</li> <li>• remediation and revegetation of disturbed banks and mangrove vegetation would occur as soon as possible following disturbance.</li> </ul>	Measures detailed in this Requirement will be considered for implementation during the delivery of the proposed works.  No change from the Approved Project.
B6	Impacts to mangroves, coastal wetlands and other key fish habitat are to be offset in accordance with Policy and guidelines for fish habitat conservation and management (DPI, 2013) in consultation with DPI Fisheries.	Impacts to KFH within Duck Creek, A'Becketts Creek and Duck River are as per the Approved Project and Modification 5 Report. Sydney Metro will offset impacts to KFH in accordance with Policy and guidelines for fish habitat conservation and management in consultation with DPI Fisheries.

B7	Large woody debris (i.e., dead logs and trees) identified during work within Duck Creek and A'Becketts Creek would be relocated to nearby, unaffected areas of the creeks.	To be implemented during the proposed works, and under the supervision of the project Ecologist.  No change from the Approved Project.
B8	<p>The proposed Bailey Bridge at the Clyde stabling and maintenance facility construction site would be designed to:</p> <ul style="list-style-type: none"> <li>establish mangrove vegetation and placing habitat elements such as rock piles and large woody debris under the bridge and along riverbanks to provide cover for fauna.</li> <li>provide landscaping in the vicinity of the works to funnel some surface water flow under the bridge, thereby allowing water to absorb into the soil and encourage plant growth.</li> <li>consider deposit of fine-grained sediments under the bridge to allow mangrove roots to spread and respire effectively.</li> </ul>	<p>Design of the Bailey Bridge would be considerate of the requirements detailed in this requirement.</p> <p>No change from the Approved Project.</p>
B9	<p>To avoid the spread of weeds, pests and pathogens during construction works within Duck Creek and A'Becketts Creek:</p> <ul style="list-style-type: none"> <li>machinery, silt curtains and other plant and equipment that may facilitate the spread of Caulerpa or other pests would be washed down with fresh water and inspected for fragments before entering site.</li> <li>occurrence of any pests must be reported to NSW DPI Fisheries.</li> </ul>	<p>Requirement to be implemented during the delivery of the proposed works.</p> <p>No change from the Approved project.</p>
B10	Establish and mark vegetation buffer zones in areas of vegetation removal in riparian zones.	No change from the Approved project. Requirement to be implemented at the point when the ESCP are implemented, and no-go zones are set up.
C2	Where data from the additional data review (mitigation measure C1) is insufficient to understand the risk of contamination, a Detailed Site Investigation would be carried out in accordance with the National Environment Protection Measure (2013) and other guidelines made or endorsed by the NSW EPA...	<p>Detailed Site Investigations have been carried out at Clyde MSF to date. A more detailed understanding of site contaminants is now well known.</p> <p>No change from the Approved Project.</p>
SSWQ1	Prior to ground disturbance in areas of potential acid sulfate soil occurrence, testing would be carried out to determine the presence of actual and/or potential acid sulfate soils. If acid sulfate soils are encountered, they would be managed in accordance with the Acid Sulfate Soil Manual (ASSMAC, 1998)	No change from the Approved Project.

SSWQ3	Erosion and sediment measures would be implemented at all construction sites in accordance with the principles and requirements in Managing Urban Stormwater – Soils and Construction, Volume 1 (Landcom 2004) and Volume 2D (NSW Department of Environment, Climate Change and Water 2008), commonly referred to as the ‘Blue Book’.	ESCP to be implemented prior to and during the delivery of the proposed works.  No change from the Approved Project.
SSWQ4	Works in waterways and surrounding low lying areas would be carried out in accordance with progressive erosion and sediment control plans.	ESCP to be implemented prior to and during the delivery of the proposed works.  No change from the Approved Project.
NAH12	<p>Opportunities to reduce impacts to the ‘Wetlands’ heritage item, particularly during vegetation removal, would be explored where possible including:</p> <ul style="list-style-type: none"> <li>• utilising the smallest possible machinery to minimise potential impacts to vegetation during construction activities.</li> <li>• investigate opportunities to safely tie back branches within the works areas, as opposed to cutting or removal of limbs or trees in their entirety.</li> <li>• the selection of the Bailey Bridge location would include consideration of any potential areas of reduced vegetation clearing.</li> </ul>	<p>Opportunities to mitigate against avoidable impacts to the ‘Wetlands’ Heritage item will be explored during the delivery of the proposed works.</p> <p>No change from the Approved Project.</p>
AH5	Vegetation clearance activities within the Modification area must be supervised by a suitably qualified heritage consultant and Registered Aboriginal Party representative, to ensure that there are no impacts to potentially unidentified culturally modified trees.	<p>The proposed activities would not significantly impact on the overall heritage significance of the ‘Wetlands’ heritage item as representative areas of remnant and regenerated wetland remain.</p> <p>A suitably qualified Heritage Consultant and RAP will be present during works to A’Becketts and Duck Creek, as well as parts of Duck River to ensure there are no impacts to culturally modified Trees.</p> <p>No change from the Approved Project.</p>

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

## 10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	<p>The proposed works are consistent with the biodiversity impacts anticipated for the Approved Project and more recently, Modification 5.</p> <p>Modification 5 increased the total amount of PCT920 to be cleared from 0.15Ha to 0.55Ha.</p> <p>Similarly, there is an increase in impact of 0.64Ha of Type 1 and 2 KFH under the Fisheries Management Act.</p>	No additional control measures required.	Y	N	Y	
Water and Soils	<p>Undertaking the proposed works outside the EIS boundary could see potential impacts in the form of:</p> <ul style="list-style-type: none"> <li>Exposed soils during excavation works and clearing of vegetation could introduce an erosion and sediment risk.</li> <li>Exposing ASS during excavation</li> <li>Removal of spoil in areas outside the EIS boundary would result in a negligible increase in material otherwise not assessed in the Approved project.</li> <li>Potential for stockpiling of loose/excavated material could introduce additional erosion and sediment risks. Particularly if they are located adjacent to the live creeks and river.</li> </ul>	<p>No additional controls required beyond those required by the Project CoA and REMM's. Existing key controls may include:</p> <ul style="list-style-type: none"> <li>Site Specific ERSED plans</li> <li>Implementation of the CSWMP and CSpMP</li> <li>Environmental Control Maps</li> <li>Toolboxes: Addressing risks associated with working adjacent to waterways and key sensitive areas.</li> <li>SM Unexpected Finds Protocol.</li> </ul>	Y	N	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<ul style="list-style-type: none"> <li>Exposed soils adjacent to the live creeks and river could cause run off and negatively impact water quality parameters.</li> </ul>					
Contamination	<p>Existing data including results of Detailed Site Investigations, indicate the proposed work areas contain a risk of encountering contamination associated with previous land uses at Clyde MSF.</p> <p>Working within the proposed area would result in the excavation of potentially contaminated material. However, the quantity of material being excavated is a negligible increase from the Approved project and is therefore consistent with the Approved Project.</p>	No additional measures are required.	Y	N	Y	
Air quality	The proposed works would not result in air quality impacts that are substantially different from the Approved Project. Impacts are a negligible increase relative to the Approved project.	No additional measures are required.	Y	N	Y	
Noise and vibration	The proposed works have been assessed as part of the Approved Project. The undertaking of some of these works outside the EIS boundary will not result in an increase in the Noise and Vibration impact assessed in the Approved project. Impacts associated with these works are therefore negligible relative to the Approved Project.	No additional measures are required.	Y	N	Y	
Aboriginal Culture and Heritage	No impact to Aboriginal Culture and Heritage is anticipated as the proposed work areas have been assessed as having no potential to	No additional control measures are required.	Y	N	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	contain Aboriginal objects or areas of historical archaeological potential.	Note: vegetation clearance within the Modification Area will be supervised by a Heritage Consultant to ensure there are no impacts to culturally modified trees.				
Historic Heritage	<p>The proposed works will have a minor direct and indirect impact on the 'Wetlands' Heritage Item, however these impacts were assessed as part of Modification 5 and found to be consistent with the Approved Project</p> <p>Despite the additional vegetation clearing required for the proposed activities, the works would not significantly impact on the overall heritage significance of the 'Wetlands' heritage item as representative areas of remnant and regenerated wetland vegetation within the Parramatta area would be retained</p>	No additional control measures are required.	Y	N	Y	
Community and socio-economic	No additional impacts to the community or socio-economic factors identified, beyond the Approved Project.	No additional control measures are required.	Y	N	Y	
Traffic and transport	<p>No additional negative traffic and transport impacts anticipated for the proposed works, beyond that which was assessed as part of the Approved Project.</p> <p>Once constructed however, the Bailey Bridge could potentially have a positive impact on local traffic conditions by minimising the need for heavy vehicle movements on the surrounding road network.</p>	No additional control measures are required.	Y	N	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Waste and resource management	Minor waste and spoil is likely to be generated during the delivery of the proposed works and with the vegetation clearing required. However, for the works outside the project boundary – the increase in waste would be negligible relative to the Approved Project.	No additional control measures are required.	Y	N	Y	
Visual	Given the works proposed are consistent with the Approved project, with the exception that some parts of the proposed works reside outside the EIS boundary, any visual impacts are considered negligible relative to the Approved Project.	No additional measures required.	Y	N	Y	
Land use and property	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Hazard and risk	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Other <i>Such as geotechnical, climate change, cumulative</i>	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	

## 11. Impact Assessment – Operation

Stage 1 of the planning application for Sydney Metro West (subject of this Consistency Assessment) is for major civil construction work for Sydney Metro West between Westmead and The Bays. This Consistency Assessment is related to the construction of approved scope of work (i.e. utilities work and flood mitigation) required at the Clyde stabling and maintenance facility, as additional construction areas have been identified through detailed design and construction planning. Operational impacts associated with the approved scope of work (i.e. utilities design and flood mitigation design) are consistent with those identified for the approved project, and the approved scope of work referenced in this Consistency Assessment is required to meet the relevant conditions of approval. Therefore, operational impacts associated with the proposed change are not anticipated.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Water	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Soils and contamination	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Air quality	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Noise and vibration	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Aboriginal Culture and Heritage	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Historic Heritage	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Community and socio-economic	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Traffic and transport	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Waste and resource management	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Visual	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Land use and property	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Hazard and risk	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	
Other <i>Such as geotechnical, climate change, cumulative</i>	No additional impacts to the approved project.	No additional measures required.	Y	N	Y	

## 12. Consistency with the Approved Project

Question	Response
Is the project (including the proposed changes) consistent with the conditions of approval?	Yes. 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 objectives and functions of elements of 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 Approved Project.
Are there any new environmental impacts as a result of the proposed works/project changes?	No. 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 using existing controls (such as Plans, Strategies, Protocols, Specialist Advice etc) 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

### 13. Other Environmental Approvals

Identify all other approvals required for the proposed works:

No other approvals required for the proposed works

### 14. Recommendation


Based on the above impact assessment, and with reference to the Sydney Metro West - Concept and Stage 1 EIS and Modification 5 Report, including the conditions of approval, it is recommended that:

	Tick relevant box
The proposed change has negligible or more than negligible impacts on the environment or community however is consistent with the Approval, including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval).	X
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:	Candice Somerville	Signature:	
Title:	GLC Environmental Approvals Manager		
Company:	Gamuda Laing O'Rourke Consortium	Date:	17/10/23

## Assessment Supporting Signature

*This section is for Sydney Metro only.*

Application supported and submitted by			
Name:	Yvette Buchli	Date:	19/10/2023
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:	Ben Armstrong	Date:	20 October 2023
Title:	Director, Project ESP West	Comments:	
Signature:	<i>B. Armstrong</i>		

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