

Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

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Prepared for:	Sydney Metro & Quickway
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1. Existing Approved Project

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

SSI-10038: Sydney Metro West - Concept and Stage 1 (major civil construction between Westmead and The Bays) (Stage 1 of Sydney Metro West)

Date of determination:	Sydney Metro West Concept and Stage 1 – 11 March 2021	Type of planning approval:	Critical State Significant Infrastructure (CSSI) (Division 5.2)
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Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

Sydney Metro West is a staged State Significant Infrastructure (SSI) application under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This Consistency Assessment assesses the impacts of utility works required as the existing utility conflicts with the proposed design. Utilities management is covered in section 9.6.5 of the Sydney Metro West Stage 1 Environmental Impact Statement (EIS). All proposed work identified in this Consistency Assessment would be carried out in accordance with the mitigation measures identified in the Sydney Metro West EIS – Major civil construction between Westmead and The Bays (Stage 1 of the Planning Approval), Submissions Report, Amendment Report and the Conditions of Approval (CoA). The utility work would be required to be undertaken prior to the handover of the site to the construction contractor for the Sydney Metro West station construction (Stage 3 of the CSSI).

Description of existing approved project you are assessing for consistency:

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

Sydney Metro West – Concept and Stage 1 (major civil construction between Westmead and The Bays), including station excavation and tunnelling, was determined on 11 March 2021. Stage 1 of Sydney Metro West included scope for enabling works, including adjustment to utilities, at the metro station construction sites. Section 9.6.5 of the EIS describes that utilities would need to be adjusted, relocated and/or protected where there is a possibility they would otherwise be impacted by construction. Utilities which may require protection and/or relocation include water, sewer, stormwater, drainage, recycled water, electricity, gas and communications assets.

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

The proposed change involves utility work at Five Dock station construction site.

The scope involves the removal of around three wooden power poles and electrical works on the Ausgrid network including underground relocation of about five bays of overhead wiring outside of the Five Dock eastern construction site, along Second Avenue and Waterview Street, Five Dock. As part of this work, Sydney Metro would also install three pillars, two low voltage poles and four street light poles with service connections to private properties at 118A Great North Road, 2 Second Avenue, 18, 20-22, 24 and 26 Waterview Street.

In order to underground the electrical services, excavation of the road within the roadway and footpaths of Waterview Street and Second Avenue would be required. Excavation would occur between 500mm to 1600mm below ground and trenches would vary in width up to 700mm. Work would generally be required to occur out of hours due to the road closure of Waterview Street and Second Avenue required. This would minimise disruptions to nearby businesses and the local road network.

Equipment would generally include:

- hand tools, particularly for digging around sensitive utility services
- mechanical and vacuum excavators and concrete saws for breaking through bitumen road surfaces and concrete footpaths
- shoring equipment, mixer trucks, rollers and asphalt pavers for making good the road surface and footpaths
- trucks for delivery of materials and removal of spoil.
- winches and other cable installation equipment
- traffic control vehicles and equipment.

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

Relevant elements of Stage 1	Proposed change
Environmental Impact Statement – Utilities management (Section 9.6.5) Utilities would need to be adjusted, relocated and/or protected where there is a possibility they would otherwise be impacted by construction. Utilities which may require protection and/or relocation include water, sewer, stormwater, drainage, recycled water, electricity, gas and communications assets. ...Where an existing utility conflicts with the proposed design, it may be necessary to relocate the utility around the construction site.	No change. The work involves relocation of Ausgrid assets to underground, as they would otherwise be impacted by construction.
Environmental Impact Statement - Construction hours (Section 9.6.3) Utility works requiring the temporary possession of roads may need to be carried out outside standard daytime construction hours during periods of low demand to minimise safety impacts and inconvenience to motorists.	The work would need to be undertaken during daytime hours as well as outside of standard daytime construction hours. Work would require temporary road closures and diversions. Out of hours work would minimise impact on the road network including minimising the impact of parking loss.

3. Timeframe

Investigation work is expected to commence in September 2025 and take approximately one month to complete. Civil work, subject of this Consistency Assessment, is planned from November to April 2026.

Working hours are Monday to Friday 7 am to 6 pm and Saturdays 8 am to 1 pm, with no work on Sundays and public holidays. Working outside these hours may be required where Road Occupancy Licences stipulate out of hours work / there would be a greater environmental or social benefit as a result of out of hours work occurring. The electrical outages may also require that work must be undertaken out of standard working hours.

Appropriate respite in accordance with the conditions of approval would be provided throughout the week to minimise impact of out of hours work.

4. Site description

This Consistency Assessment relates to the eastern Five Dock construction site. The Five Dock construction sites are situated in the Five Dock town centre. The eastern site (subject of this consistency assessment) is bound by Second Avenue and Waterview Street, Five Dock. Surrounding land uses primarily include residential and commercial buildings. Second Avenue and Waterview Street support a number of single detached dwellings and some townhouse and apartment developments. The site is also beside a three-storey apartment complex which fronts the Great North Road and the town centre.



Figure 1 – Location of proposed works

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5. Site Environmental Characteristics

Vehicles travelling on Waterview Street between Second Avenue and First Avenue are only permitted to travel northbound. There are no local or State listed heritage items on Second Avenue or Waterview Street that are in the immediate vicinity of the construction site. A number of mature trees are located within the nature strips of Waterview Street and Second Avenue, proximal to the area impacted by the proposed works. There are no registered AHIMS sites in the vicinity of the Five Dock construction sites. There is limited vegetation present in the vicinity of the site.

6. Justification for the proposed change

The proposed scope involves the excavation of several trenches on Waterview Street and Second Avenue to facilitate the undergrounding of electrical services. The undergrounding of electrical services is required to eliminate the safety risk of crane lifts around live electrical aerial cables, and provide better precinct outcomes for the Five Dock metro station precinct.

Several factors were considered when determining the most suitable option. The preferred approach achieves the best balance of social, environmental, technical and financial objectives. Options for these works have been restricted due to the need to make points of connection at certain locations.

Another option considered was to re-route the existing overhead mains to the opposite side of the road. This option was considered less favourable as it introduces visual impact to the properties and it would likely be less supported by the local council and the community. The trenching alignment has been chosen to avoid the tree root protection zone.

7. Environmental Benefit

The undergrounding of electrical services is required to provide safe access for construction and provides improved precinct outcomes (visually) for the Five Dock metro station precinct.

8. Control Measures

Will a project and site specific EMP be prepared?	☐ Yes	Are appropriate control measures already identified in an existing EMP?	☒ Yes
	☒ No – the proposed works would be managed under the CEMP and CTMP		☐ No

9. Conditions of approval / Environmental mitigation measures

Number	Condition of Approval/ Environmental mitigation measure	Discussion on relevance and consistency for proposed change
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D37	Variation to Work Hours Notwithstanding Conditions D35 and D36 of this schedule work may be undertaken outside the hours specified in the following circumstances: ...(c) By Approval, including: (i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or (ii) works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition D38 of this schedule; or (iii) negotiated agreements with directly affected residents and sensitive land user(s)	In accordance with Condition D37, out of hours work would be required to be approved under an Out-of-Hours Work Protocol as required by Condition D38. This would be required to be approved by the Planning Secretary before the commencement of work, and be prepared in consultation with the Environmental Representative, Acoustics Advisor and the EPA. This would document the process for selecting and implementing mitigation measures for residual impacts including respite periods.
D50	All work undertaken for the delivery of Stage 1 of the CSSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. The Proponent must: (a) reschedule any work to provide respite to impacted noise sensitive receivers so that the respite is achieved in accordance with Condition D51 of this schedule; or (b) consider the provision of alternative respite or mitigation to impacted noise sensitive receivers; and (c) provide documentary evidence to the AA in support of any decision made by the Proponent in relation to respite or mitigation. The consideration of respite must also include all other approved Critical SSI, SSI and SSD projects which may cause cumulative and / or consecutive impacts at receivers affected by the delivery of Stage 1 of the CSSI.	Work would be coordinated to ensure respite periods are provided. It is anticipated that works would occur in both standard construction hours, and outside of standard construction hours where road closures are required (to minimise impact on the local road network). Respite periods would be provided in accordance with Condition D51, and would also consider the concurrent work undertaken within the Five Dock station construction sites to ensure that cumulative impacts are managed. Work would be managed through the implementation of mitigation measures in the Construction Environmental Management Framework as well as the mitigation measures in the Sydney Metro Construction Noise and Vibration Standard. A site-specific Community Communications Strategy will be prepared and will be implemented prior to construction work commencing, to manage potential impacts during construction. The Community Communications Strategy would continue to be informed by engagement with the directly affected community and stakeholders to identify site-specific issues and develop tailored mitigation measures to these works. The proposed change would be consistent with the Condition of Approval.

D51	Out-of-Hours Works – Community Consultation on Respite In order to undertake out-of-hours work outside the work hours specified under Condition D35 of this schedule, appropriate respite periods for the out-of-hours work must be identified in consultation with the community at each affected location on a regular basis. This consultation must include (but not be limited to) providing the community with: (a) a progressive schedule for periods not less than three (3) months, of likely out-of-hours work; (b) a description of the potential work, location and duration of the out-of-hours work; (c) the noise characteristics and likely noise levels of the work; and (d) likely mitigation and management measures which aim to achieve the relevant NMLs under Condition D39 (including the circumstances of when respite or relocation offers will be available and details about how the affected community can access these offers). The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour work must be provided to the ER and AA before the out of hours work commences and to the EPA and the Planning Secretary on request. Note: Respite periods can be any combination of days or hours where out-of-hours work would not be more than 5 dB(A) above the RBL at any residence.	Out of hours works would be coordinated to ensure respite periods are provided. It is anticipated that works would occur in both standard construction hours, and outside of standard construction hours where road closures are required (to minimise impact on the local road network). Appropriate respite would be provided in accordance with Condition D51, to minimise the impact of out of hours work. Work would be managed through the implementation of mitigation measures in the Construction Environmental Management Framework as well as the mitigation measures in the Sydney Metro Construction Noise and Vibration Standard. A site-specific Community Communications will be prepared and will be implemented prior to construction work commencing, to manage potential impacts during construction. The Community Communications Strategy would continue to be informed by engagement with the directly affected community and stakeholders to identify site-specific issues and develop tailored mitigation measures to these works. The proposed change would be consistent with the Condition of Approval.
D58	Stage 1 of the CSSI must be designed and constructed with the objective of minimising impacts to, and interference with, third party property and infrastructure, and that such infrastructure and property is protected during construction.	Preliminary survey and utility investigations have been undertaken to identify existing utilities. The utility relocations would be designed to minimise impact and interference with other third party property and infrastructure. Non-destructive digging will also be utilised where possible to protect existing infrastructure and third party property. The proposed change would be consistent with the Condition of Approval.
D59	The utilities and services (hereafter “services”) potentially affected by construction must be identified to determine requirements for diversion, protection and / or support. Alterations to services must be determined by negotiation between the Proponent and the service providers. Disruption to services resulting from construction must be avoided, wherever possible, and advised to customers where it is not possible.	The proposed works consist of electrical works on the Ausgrid network. Consultation with the utility provider is ongoing. Where disruption to the network is required, customers would be notified in accordance with Condition D59. The proposed change would be consistent with the Condition of Approval.

D80	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Steel roadplates would be available to ensure access to existing properties is maintained. These works would be undertaken in consultation with both the relevant utility owners and landowners / occupiers. The proposed change would be consistent with the Condition of Approval.
Mitigation Measure TT3	Access to properties for emergency vehicles would be provided at all times.	Access to surrounding properties for emergency vehicles would be provided during the road closure. Emergency service providers would continue to be consulted with to ensure they are aware of any changes. The proposed change would be consistent with Mitigation Measure TT3.
Mitigation Measure TT18	Access to existing properties and buildings would be maintained in consultation with property owners.	Local vehicle access to residential properties and businesses on Waterview Street and Second Avenue would be maintained using measures identified in the Construction Traffic Management Plan. Steel road plates would be available to ensure access to existing properties is maintained. The proposed change would be consistent with Mitigation Measure TT18.

Will the proposed change be consistent with the conditions of approval?	☒ Yes
	☐ 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	There is limited vegetation present in the vicinity of the site. Nearby plants include one tree on the eastern side of Waterview Street and four trees on the northern side of Second Avenue. All five trees are found on the nature strip. The proposed works would not impact vegetation.	No additional measures	Y	N	Y	-
Water	The proposed works involves the excavation of trenches on Waterview Street and Second Avenue to facilitate the undergrounding of electrical services. The nearest waterway is Iron Cove Creek / Dobroyd Canal which is a concrete-lined disturbed waterway and Parramatta River/neighbouring bays which are both located approximately 600 metres from the construction site. The proposed works would not introduce new hydrology and water quality impacts as the construction activities would be of a similar scale as that assessed for the approved project. The proposed works would not result in a change to water or groundwater impacts.	No additional measures	Y	N	Y	-
Soils and contamination	The proposed works involves the excavation of about 200sqm of road and footpath area along Waterview Street and Second Avenue. This would result in about 520 tonnes of spoil generated. The proposed excavation work would involve some localised ground disturbing activities to		Y	N	Y	-

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					Y/N	Comments
	complete the utility work required including removal of power poles and underground relocation of overhead wiring. This is anticipated to be minor, localised excavation and ground disturbance. Any potential impacts would be managed in accordance with existing conditions and mitigation measures within the CEMP for the Approved Project. Erosion and Sediment control measures outlined in CEMP would apply and site-specific erosion and sediment control plans would be developed. All proposed controls and their installation will be in accordance with the <i>Blue Book, Landcom 2004</i>. Contamination at the Five Dock metro station construction sites was assessed in Technical Paper 8 of the EIS under Stage 1 of Sydney Metro West, and in Technical Paper 7 of the EIS of the Stage 3 planning approval. The soils and groundwater in the vicinity of the construction site have a moderate potential contamination risk associated with current and historical activities. As identified in the EIS Technical Papers, construction workers could be exposed to contamination via contact with contaminated soils and dust, and adjacent site users could be exposed to contamination via dust emissions. However, contamination impacts would be managed in accordance with the Construction Environmental Management Framework and sub-plans which would include management measures for contaminated material (soils, water and building materials) and a contingency plan in the case of unanticipated					

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					Y/N	Comments
	discovery of contaminated material to adequately manage this risk. Due to the shallow excavations, no groundwater is expected to be encountered, and therefore the potential for contaminated groundwater migration is minimal. If groundwater is encountered, it will be disposed of appropriately in accordance with the CEMP.					
Air quality	There is potential for localised air quality impacts during the proposed road and footpath excavation works. Any impacts would be consistent with and managed under the Approved Project. Unmitigated dust impacts for Five Dock were assessed in Table 23-10 of EIS Chapter 23 (Air Quality) of the Stage 1 planning approval. The EIS determined that the large extent of excavation and earthworks combined with the close proximity of sensitive receivers results in the Five Dock Station construction site being assessed as having a 'high risk' rating (unmitigated) for earthworks and track-out activities. The EIS assessed that potential dust impact would be temporary in nature and would be substantially reduced with the implementation of standard mitigation measures identified in EIS Section 23.7.	No additional measures	Y	N	Y	-
Noise and vibration	Construction noise and vibration was assessed in Chapter 11 and Technical Paper 2 of the EIS for the Approved Project. The proposed excavation work would generally include the removal of around three wooden		Y	N	Y	-

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					Y/N	Comments
	power poles and electrical works on the Ausgrid network including underground relocation of about five bays of overhead wiring outside of the Five Dock eastern construction site. The machinery and equipment used have been detailed in Section 2 of this Consistency Assessment. The proposed works would not result in any change to the construction methodology or construction machinery to be used. The area surrounding the construction site is a mixture of commercial, residential and other sensitive receivers, with the distance to the nearest receiver 10 metres away from the site along Waterview St and Second Ave. Technical Paper 2 of the EIS provided an assessment of the potential noise levels from the likely equipment associated with utility works. The Technical Paper concluded that relatively high noise levels are likely where noise intensive equipment (such as excavators) are required near to adjacent receivers. Where the closest residential receivers are around 15 metres from the road, the worst-case noise levels in the region of 80 to 90 dBA are possible during noisy phases of the works. This means that worst-case exceedances of greater than 30 dB above NML are possible if noise intensive equipment is required during the night-time. The EIS and Technical Paper however identify that noise impacts from utility works would be temporary and the duration of impacts at particular receivers would be limited.					

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					Y/N	Comments
	Detailed noise and vibration impact statements would be prepared for the work that may exceed NMLs, which would include specific mitigation measures identified through consultation with affected sensitive receivers in accordance with conditions of approval and the Construction Noise and Vibration Standard. In accordance with Condition D37, out of hours work would be required to be approved under an Out-of-Hours Work Protocol as required by Condition D38. This would be required to be approved by the Planning Secretary before the commencement of work, and be prepared in consultation with the Environmental Representative, Acoustics Advisor and the EPA. This would document the process for selecting and implementing mitigation measures for residual impacts including respite periods. The potential for cumulative noise and vibration impacts will be considered through ongoing planning meetings with contractors operating within the area. This ongoing coordination ensures appropriate respite and mitigation measures are in place for potentially impacted receivers.					
Aboriginal Culture and Heritage	As identified in the EIS for the Approved Project, there are no registered AHIMS sites in the vicinity of the Five Dock station construction sites. The Aboriginal Cultural Heritage Assessment for Stage 1 of Sydney Metro West identified there to be a low potential for archaeological artefacts to be found at Five Dock. Excavation would occur between 500mm to 1600mm below ground and trenches would vary in width up to 700mm. Given	No additional measures	Y	N	Y	-

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	that the proposed works would occur within a road area which has a history of disturbance associated with urban development and installation of other utilities (including gas, sewer, stormwater and NBN), it would be unlikely that artefacts of archaeological significance would be discovered during the course of the works. Should artefacts of potential archaeological significance be found, the Sydney Metro Unexpected Heritage Finds Procedure would be implemented in accordance with Condition of Approval D13.					
Historic Heritage	The area subject of the proposed works has a history of disturbance associated with urban development and installation of utilities infrastructure. The Stage 1 and Stage 3 planning approvals identified the following items of Historic Heritage significance: • St Alban's Anglican Church Hall and Shops (Canada Bay LEP Item No. I228) • St Alban's Anglican Church Rectory (Canada Bay LEP Item No. I227) • St Alban's Anglican Church (Canada Bay LEP Item No. I226) • Police Station (Canada Bay LEP Item No. I211, NSW Police Service s170 4180246) Of these properties, the three items associated with St Albans Church are located closest to the area impacted by the proposed works, at about 100 metres away. As a result there would be no	No additional measures	Y	N	Y	-

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					Y/N	Comments
	new direct impact to any items of Historic Heritage. Should artefacts of potential archaeological significance be found, the Sydney Metro Unexpected Heritage Finds Procedure would be implemented in accordance with Condition of Approval D13.					
Community and socio-economic	There is potential for stakeholders to be temporarily impacted by the proposed works as the works would require an Ausgrid network outage in order to complete the electrical works. The electrical outage to install the works would occur for around 1-2 nights (to be confirmed). A notification would be provided to the utility provider customers to alert them of the outage, prior to the works commencing. Works would be undertaken out of hours when road and footpath closures are required to minimise impacts on businesses and the community. Respite would be provided by in accordance with the conditions of approval to minimise noise related impacts during out of hours work. In accordance with Sydney Metro's Communications Strategy (and the CNVS), Respite Offers and Alternative Accommodation would be available when required, consistent with the Approved Project.	No additional measures	Y	N	Y	-
Traffic and transport	Section 5.2 of the Amendment Report assessed the need to convert Waterview Street from a two-way street to a northbound one-way street north	No additional measures	Y	N	Y	-

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					Y/N	Comments
	of the main Five Dock car park up to Second Avenue, during construction. The proposed works would require the temporary closures of the northern area of Waterview Street (between First Avenue and Second Avenue). The proposed change would require the roads to only be closed intermittently on working nights during the construction works and reopened each morning. The road closures are necessary to ensure pedestrian and road safety for local vehicles during construction of the essential utility works for the Approved Project. Access on Waterview Street would continue to be maintained through the implementation of the CTMP. Technical Paper 1 of the EIS assessed that up to 10 on-street parking spaces may be temporarily removed near the site access and egress points along Waterview Street (unrestricted parking) and Second Avenue (time-restricted parking), respectively, to accommodate construction vehicle movements. The proposed work may require removal of these parking spaces temporarily to facilitate the utility relocations, and this would be assessed through the Construction Parking and Access Strategy prepared for the works.					
Waste and resource management	There is potential for minor waste impacts as a result of the excavation works including cable cut, and excavation remains not used as back fill. The proposed scope involves the excavation of about 200sqm of road and foot path area along	No additional measures	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
	Waterview Street. This would result in about 520 tonnes of spoil generated. The waste material from construction activities will be managed in accordance with relevant mitigation measures and Conditions of Approval for the project and the contractor's Construction Environment Management Plan to ensure waste is disposed of appropriately.					
Visual	Landscape character and visual amenity impacts were assessed in Chapter 15 of the Stage 1 EIS. Work at Five Dock was assessed as having minor to moderate adverse impacts to landscape character and visual amenity due to the context of heritage buildings in the vicinity of the site. Similar to the Approved Project, there would be minor visual impacts associated with construction works, plant and equipment and any temporary fencing and safety measures implemented. Any visual impact associated with the proposed works would be short-term and a negligible visual impact beyond what was assessed in the Approved Project.	No additional measures	Y	N	Y	-
Land use and property	No change from approved project	No additional measures	Y	N	Y	-
Hazard and risk	No change from approved project	No additional measures	Y	N	Y	-
Other	No change from approved project	No additional measures	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. As such, operational impacts of the proposal are not applicable.

Undergrounding of the utilities however would result in positive amenity outcomes for the Five Dock metro station precinct during operations.

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	Not applicable.				Y	-
Water	Not applicable.				Y	-
Soils and contamination	Not applicable.				Y	-
Air quality	Not applicable.				Y	-
Noise and vibration	Not applicable.				Y	-
Aboriginal Culture and Heritage	Not applicable.				Y	-
Historic Heritage	Not applicable.				Y	-
Community and socio-economic	Not applicable.				Y	-
Traffic and transport	Not applicable.				Y	-
Waste and resource management	Not applicable.				Y	-
Visual	Not applicable.				Y	-
Land use and property	Not applicable.				Y	-
Hazard and risk	Not applicable.				Y	-
Other	Not applicable.				Y	-

12. Consistency with the Approved Project

Question	Response
Is the project (including the proposed changes) consistent with the conditions of approval?	The proposed change would be consistent with the Conditions of Approval.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	The proposed change is consistent with the objectives and functions of the Approved Project. The purpose of the proposed change is to undertake the necessary utility works under the Stage 1 Approval.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	This Consistency Assessment assesses the environmental impacts of utility relocation works along Waterview Street and Second Avenue in Five Dock. The EIS identified that out of hours works for utility relocations may be required, and included an environmental assessment associated with the potential noise impacts. These impacts would be further detailed through Detailed Noise and Vibration Impact Statements to be prepared in accordance with the Sydney Metro CNVS. Further, In accordance with Condition D37, out of hours work would be required to be approved under an Out-of-Hours Work Protocol as required by Condition D38. This would be required to be approved by the Planning Secretary before the commencement of work, and be prepared in consultation with the Environmental Representative, Acoustics Advisor and the EPA. This would document the process for selecting and implementing mitigation measures for residual impacts including respite periods. The proposed change would result in temporary and localised changes to traffic and transport impacts on Waterview Street with the overnight road closures of Waterview Street that are required. However, the closures would be necessary to ensure pedestrian and road safety for local vehicles during construction of the essential utility works within the Approved Project. Access would continue to be maintained for pedestrian and local traffic through the implementation of the CTMP.
Are there any new environmental impacts as a result of the proposed works/project changes?	Overnight road closures of Waterview Street would be required to underground the utilities, limiting vehicle access. However, the road closures would be temporary, localised and opened each morning to safely undertake the enabling works as part of the Approved Project, and the temporary road closures would facilitate safe road/pedestrian safety.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed change are known and understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts can be managed with the existing REMMs, CoAs and management plans for the project.
Would any Conditions of Approval be required to be changed as a result of the proposed change (having regard to the above assessment)?	☐ Yes ☒ No

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Question	Response
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	☒ Yes ☐ No

13. Other Environmental Approvals

Identify all other approvals required for the proposed works:

A Full Road Closure Permit must be obtained from City of Canada Bay Council prior to any road closure works – any requirements of this permit must be implemented.

14. Recommendation

Based on the above impact assessment, and with reference to the *Sydney Metro West Concept and Stage 1 (major civil construction between Westmead and The Bays)* EIS, RtS and Amendment 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).	☒
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:		Signature:	
Title:	Planning Approvals Officer and Senior Manager Planning Approvals		
Company:	Sydney Metro	Date:	7/10/25

Assessment Supporting Signature

Application supported and submitted by

Name:		Date:	08/10/2025
Title:	Director Planning Approvals	Comments:	-
Signature:			

Assessment Endorsement

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

Yes ☒ The proposed change is consistent with the Approved Project and no further assessment is required.

No ☐ The proposed change is not consistent with the Approved Project.

A modification or a new activity approval/ consent is required. Advise Senior Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:		Date:	08/10/2025
Title:	Director Planning Approvals	Comments:	-
Signature:			