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Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

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1. Existing Approved Project

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

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 1 – October 2020

Date of determination:	Infrastructure Approval date – 12 December 2018 Modification 1 Approval date – 22 October 2020 Modification 2 Approval date – 2 June 2025	Type of planning approval:	Critical State Significant Infrastructure
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Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

Sydenham to Bankstown Environmental Impact Statement (EIS) – September 2017

Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) – June 2018

Sydenham to Bankstown Submissions Report (SR) – September 2018

Sydenham to Bankstown Modified Conditions of Approval – last modified June 2025

JHLOR 5 - CA Foord and Ness underbridge temporary full road closure (previously approved October 2025 and updated in this version)

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

Description of existing approved project you are assessing for consistency:

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Approved Project

The Approved Project includes construction and operation of a metro rail line, approximately 13km long, between west of Sydenham Station and west of Bankstown Station, including ten metro stations west of Sydenham (Marrickville to Bankstown inclusive) and associated ancillary infrastructure.

Description of Approved Project between Sydenham and Bankstown

Sydney Metro City and Southwest – Sydenham to Bankstown works includes the following:

Other Project elements

- **Upgrading existing bridges and underpasses**
- Security measures, such as fencing
- Noise barriers
- Modifications to corridor access gates and tracks
- Augmentation of existing power supply, including new traction sub-stations

- Utility and rail system protection.
- **Bridge protection works**
- Combined Service Route
- Drainage works to reduce flooding and manage stormwater
- Provision of temporary facilities to support construction, including construction compounds and work sites

Road network – station and bridge works

Environmental Impact Statement (EIS)

As identified in Section 8.1.3 of the EIS, construction works for the Approved Project to upgrade 27 overbridge, underbridge and pedestrian footpath/walkway/underpass structures will be required to meet current design standards, Sydney Metro operation specifications, and (in some locations) to suit the amended track alignment. The project will involve works to each of these bridges, however the type of works required would vary and would be confirmed during detailed design. Changes to the scope may be required based on the outcomes of investigations that would inform the final design.

The EIS considered a series of partial (involving closure of a single traffic lane) and/or full closures of bridges to enable a range of bridge upgrade works to occur. The potential closures and diversion routes identified in the EIS were indicative only, and final changes required would be determined during detailed design and construction planning and would be subject to additional impact assessment if required. Section 10.3.3 of the EIS states that the Foord Avenue underbridge, Hurlstone Park would require partial closures (weekends/nights over six months) with alternate location for a rail corridor crossing at Melford Road overbridge (425 m west) & Crinan Street overbridge (370 m east) & Ness Avenue/ Terrace Road underbridge Dulwich Hill would require partial closures (weekends/nights over six months) with alternate locations for rail corridor crossings at Wardell Road overbridge (350 m east) & Garnet Street overbridge (300 m west). Section 10.3.3 of the EIS also states that Wairoa St, Canterbury would require partial road closures for weekends and nights over six months, and a full road closure for one night with alternative locations for rail corridor crossings at Beamish St and Cooks River/ Charles Street underbridge, Canterbury would require full and partial road closures during weekends and nights for over six months with the nearest corridor crossing located at Canterbury Road overbridge.

Submissions and Preferred Infrastructure Report (SPIR)

Following feedback received during exhibition of the EIS, the project was refined to protection works only, reducing the need for longer term bridge closures and extended traffic diversions. Section 5.9.2 of the SPIR stated that construction of protection measures on bridges for the preferred project can occur without bridge closures and would be limited to lane restrictions at nights and / or on weekends. Section 9.4 of the SPIR states that in relation to bridge works the type of works required would vary and would be confirmed during detailed design.

Figure 1 provides magnified locations for bridge works between Canterbury and Dulwich Hill Approved Project

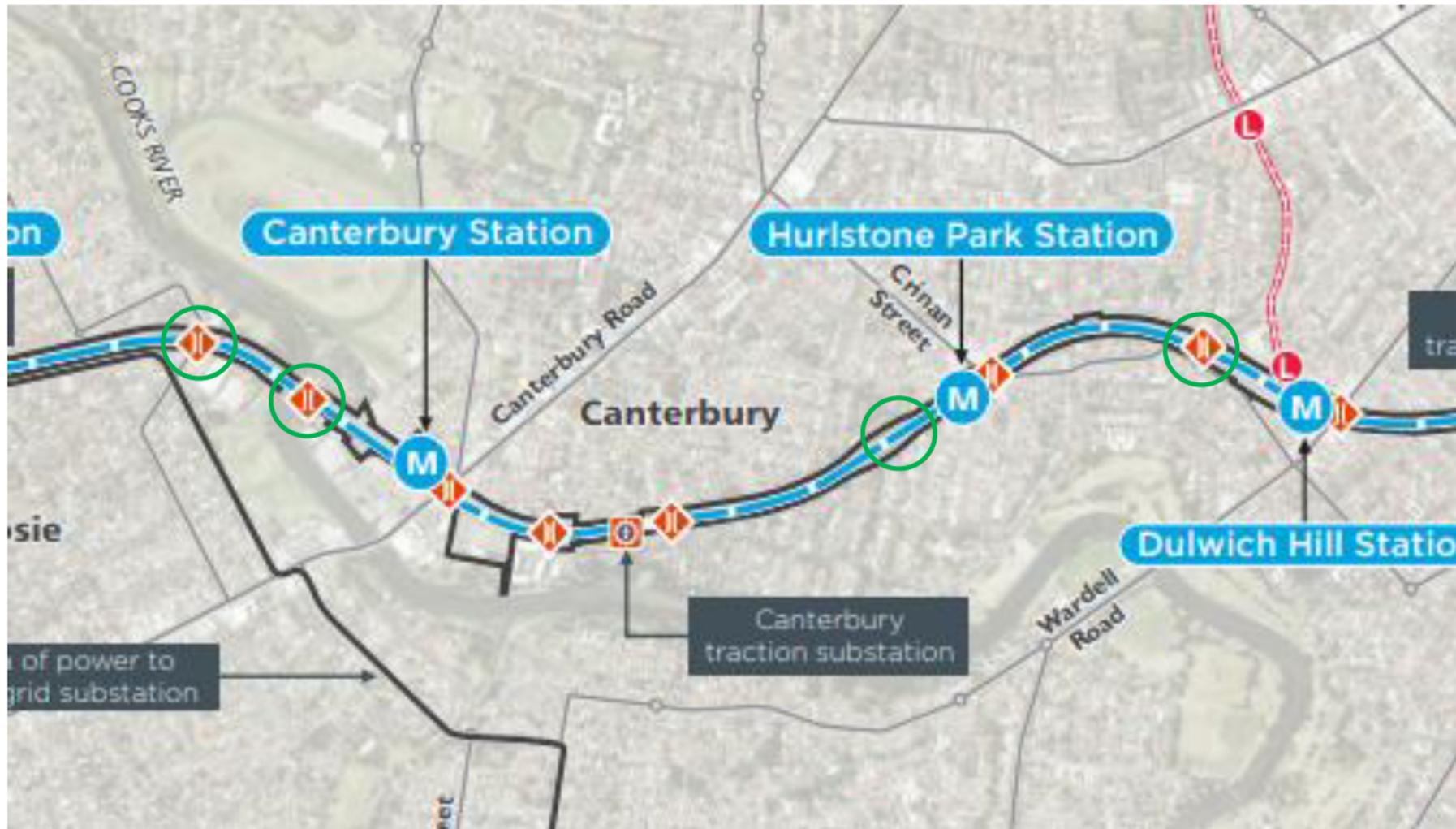


Figure 1 – Proposed location of bridge works at Wairoa Ave, Charles/Broughton St, Ford Ave & Ness Ave underbridges circled in green (Submissions Report).

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

As identified in Section 2.2.3 of the Submissions Report, upgrades to existing bridge and underpasses along the rail corridor would be required to support operations. The proposed protection and general maintenance work at the Foord Ave & Ness Ave/Terrace Rd underbridges would include the following:

- Civil work (Dilapidation and site survey, erosion and sediment control implementation, temporary works implementation, temporary pedestrian/cyclist path detour, king post wall, excavation of the embankment and compaction, piling pad installation)
- Piling (digging, cages installation, concrete pouring and site clean-up)
- Form reo pour work (Pile breakdown, pour blinding concrete, form and fix reo on pile cap, pour concrete for pile cap, strip formworks and backfill embankment)
- Beam installation (removal of existing protection beams at Foord, beam assembly on site, beam installation with signage and profile strip)
- Rehab and Landscaping Work (excavate and remove piling pad, repair damaged kerb, repair damaged asphalt road, reinstate traffic signages, fence and streetlight, site cleanup)
- Waste management (including potential acid sulfate soils).

In order to address safety impacts arising from the bridge underpass works and the constrained nature of the area, a full road closure of both Foord Ave & Ness Ave/Terrace Rd underbridge would be required. Road closure at Ness Ave/Terrace Rd underbridge is proposed for a 72 hour period during beam installation, and a month closure at Foord Ave due to the piling pad obstructing the road.

In addition, the following works are required at Charles underbridge for up to three weekends within a 6-month period and at Wairoa St for up to four weekends within a 6-month period. The 6-month period would extend between January and June 2026:

- CSR Screen installation & strengthening works (Wairoa St, Charles St, Foord Ave & Ness Ave)
- Beam installation (Charles St, Foord Ave and Ness Ave).

Whilst the EIS assessed full and partial closures (weekends/nights over six months) of Wairoa St, Charles St, Foord Ave & Ness Ave/Terrace Rd underbridges, the SPIR provided changes that the bridge works proposed as part of the preferred project will reduce the need for longer term bridge closures and extended traffic diversions and will be limited to some lane restrictions at weekends/ nights.

This Consistency Assessment relates to the temporary full road closure of Foord Ave & Ness Ave/Terrace Rd underbridges and Wairoa St and Charles St underbridges. This Consistency Assessment would assess the additional impacts of the temporary full road closure that are required to facilitate the approved bridge works.

The temporary full road closure would involve:

- A full closure of Foord Ave & Ness Ave/Terrace Rd underbridge.
 - Up to one month for Foord Ave (with additional one month for contingency. On completion of the full road closure, a partial road closure will come into effect with a possible duration until the end of January 2026).
 - An additional six full road closures during weekends only (within a 6-month period) are required to remove existing overhead beams

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(south & north of underbridge), CSR screen installation and beam strengthening works.

- Two 72 hour period for Ness Ave/Terrace Rd underbridge, one of which is a contingency period in the event of any unanticipated site conditions or permit restrictions.
 - An additional four full road closures during weekends only (within a 6-month period) are required to install CSR screens and beam strengthening works.

Additional full road closures are required at Wairoa St, Campsie and Charles/Broughton St Canterbury and will involve:

- Full closure of Wairoa St, Canterbury for up to four weekends within a 6-month period
 - Full closure of Charles St, Canterbury for up to four weekends within a 6-month period.
-
- The extent of the road closures is provided in Figure 2.
 - The pedestrian and cyclist path at Wairoa St, Charles St and Ness Ave/Terrace Road will be maintained
 - The Foord Ave underbridge does not have a formal existing pedestrian or cyclist path. Access will not be maintained.
 - The road closure setups will be in accordance with the Construction Transport Management Plan (CTMP) and the Traffic Guidance Schemes (TGS).
 - Emergency access will be diverted as a result of the road closure. This has been communicated to the emergency response authorities through the TTLG and TCG.
 - Haulage to/from the construction sites would be from both sides of the underbridges depending what side the works are occurring on.

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- Contingency of one month and partial closure until end of January 2026, in addition to weekend closures between January and end of June 2026
Figure 2 –Ness Ave/Terrace Road, Dulwich Hill & Foord Ave, Hurlstone Park proposed full road closure



Figure 3: Additional road closures at Wairoa St, Campsie and Charles St, Canterbury

A comparison of the proposed temporary road closure against relevant elements of the Approved Project has been provided in Table 1.

Relevant elements of the Approved Project	Proposed change
<p>1.1.3 Works to convert stations and the rail line to Sydney Metro operations – other works (Appendix B of the Submissions Report)</p> <p><u>Upgrading bridges along the rail corridor</u></p> <p>Works are required to 16 road overbridges and six underbridges located within the project area (refer Table 1.11). The type of works required would vary and would be confirmed during detailed design.</p> <p>Generally, the bridge upgrade works would consist of providing enhanced protection to existing bridge piers, installation of anti-throw screens, vertical protection screens, vehicle collision barriers and general maintenance work.</p> <p>Table 1.11 provided the overbridges and underbridges where works are proposed and identifies Foord Ave & Ness Ave/Terrace Rd Underbridge.</p>	<p>Bridge upgrade works originally proposed in the EIS have been revised in the SPIR to a phased upgrade of existing bridge structures and would consist of the installation of safety and protection measures.</p> <p>Although there is no change to the scope of the bridge works, the phased upgrade of the bridges would now involve a full road closure of the Foord Ave underbridge for up to one month (plus one month contingency) and partial road closure until the end of January 2026 & Ness Ave/Terrace Rd underbridge for up to two, 72 hour full road closures. Additional full road closures are required for Wairoa St, Charles St, Forde Ave and Ness Ave to ensure the scope of works is able to be completed before First Passenger Service commence.</p> <p>This consistency assessment provides an assessment of the proposed change.</p>
<p>5.6.3 Bridges, tracks and other ancillary facilities and services (Submissions Report)</p> <p>The exhibited project outlined in the Environmental Impact Statement included significant works to existing bridges, to be undertaken upfront and earlier than the asset lifecycle requirement in order to utilise the proposed extended track possessions. Following consultation and feedback from industry during the procurement process, the duration of track possessions has been significantly revised for the preferred project to reduce inconvenience to the community.....</p> <p>The preferred project includes the provision of a number of safety measures to existing bridges, including enhanced protection to existing bridge piers, installation of anti-throw screens, vertical protection screens, vehicle collision barriers. These bridges are listed in Table 1.11 of Appendix B of this report. General maintenance would also be undertaken and would include initial detailed bridge inspections by the contractor to determine the scope of maintenance activities required.</p> <p>Sydney Metro City & Southwest Sydenham to Bankstown Upgrade - Submissions and Preferred Infrastructure Report (2018) Section 5.9.2, details no full road closures would be required during station upgrade works.</p>	<p>The SPIR identified key changes to the construction methodology for the preferred project (compared to the exhibited project in the EIS) to reduce community impacts. One of these changes identified that no full road closures or diversions would be required during the station upgrade works.</p> <p>However, progression of project design has identified that bridge upgrade works require the full road closures.</p> <p>The proposed full road closure is an additional impact that was not considered in the Approved Project due to changes made in the SPIR, however can be managed effectively in accordance with relevant Conditions of Approval and REMMS.</p>

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10.3.3 Road network – station and bridge works (EIS)

In addition to the potential road network changes around stations, construction would require partial (involving closure of a single traffic lane) and/ or full closures of bridges that cross the rail corridor at times to enable a range of bridge upgrade works to occur. Table 10.36 provides a summary of the potential closures, changes to the road network, and the alternative bridge available for use during works.

Table 10.36 Bridge works – indicative closures and road network changes

Bridge	Type of closure (indicative duration for impact assessment purposes)	Alternate location for rail corridor crossing and distance along corridor to alternate location
Foord Avenue underbridge, Hurlstone Park	Partial closures (weekends/nights over six months)	Melford Road overbridge – 425 m west Crinan Street overbridge – 370 m east
Ness Avenue/ Terrace Road underbridge, Dulwich Hill	Partial closures (weekends/nights over six months)	Wardell Road overbridge – 350 m east Garnet Street overbridge – 300 m west
Cooks River/ Charles Street underbridge, Canterbury	Full and partial closures (weekends/nights over six months)	Canterbury Road overbridge – 375 m east
Wairoa M24 Street underbridge Canterbury	Partial closures (weekends/nights over six months) Full closure (one night)	Beamish Street overbridge – 620 m east

Whilst the SPIR reduced the need for longer term bridge closures and extended traffic diversions, the proposed change includes a change to the extent and nature of the road closure as per the EIS.

This consistency assessment provides an assessment of the proposed change.

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<p>5.9.2 Construction traffic and road network performance (SPIR) <i>Road network - other</i> Table 10.35 (Potential changes to road network for station works) and Table 10.36 (Bridge works – indicative closures and road network changes) of the Environmental Impact Statement outlined the potential changes to roads/lanes during construction, including temporary road and lane closures. These changes were related to the station closures and bridge works proposed as part of the exhibited project.</p> <p>Additionally, the bridge works proposed as part of the preferred project can occur without bridge closures and road diversions and would be limited to some lane restrictions at night and on weekends.</p>	
<p>2.8.8 Preliminary haulage routes (Submissions Report) Preliminary identification of haulage routes has been undertaken with consideration to the sensitive nature of surrounding residential areas. Preliminary haulage routes have been identified for each construction compound and other site access points likely to be required. The preliminary routes are shown on Figure 2.6 at a regional scale, and in more detail on Figure 2.1. The routes were developed to minimise impacts on residential streets as far as possible, while providing the most direct route to the arterial road network. Where possible, routes avoid movements</p>	<p>The identified haulage route via Foord Ave and Ness Ave/Terrace Road would be from either side for vehicles engaged in work at the bridge. One change from the EIS is required to the haulage route for works occurring on the south side of Foord Ave between Floss St & Burnett St. The additional 500m proposed haulage route would traffic about 12 heavy vehicle movement per day during mobilization and demobilization, and 2 to 4 movements throughout the month. This is consistent with the CTMP and has been communicated through the TTLG, TCG and in the monthly notification.</p>



- Haulage Route as per EIS
- Additional 500m haulage route required for works on south side of rail corridor between Floss St and Burnett St, Hurlstone Park

through town centres, such as the Marrickville town centre located on Illawarra Road.

These preliminary haulage routes would be reviewed during detailed design and confirmed following appointment of the construction contractor. In general, vehicle movements would be scheduled to be undertaken outside peak periods and in some locations (e.g. near Wiley Park and Punchbowl stations where schools are nearby), outside school start and finish times. However, there would be a need for some vehicle movements during these periods.

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

3. Timeframe

The proposed road closure at Foord Ave underbridge is from the 17th October 2025 for up to one month with one month contingency to facilitate the approved bridge upgrade works, followed by a partial road closure until the end of January 2026.

The proposed road closure at Ness Ave/Terrace Rd underbridge is for the 25th to 26th October.

Additional full road closures are required during weekends only for the following locations:

- Wairoa St, Canterbury underbridge for up to 4 weekends over a 6-month period
- Charles Street, Canterbury underbridge, for up to 4 weekends over a 6-month period
- Foord Ave, Hurlstone Park underbridge for up to 6 weekends over a 6-month period
- Ness Ave, Dulwich Hill underbridge for up to 4 weekends over a 6-month period

4. Site description

The proposed road closure at Foord Ave underbridge, Hurlstone Park between Dunstaffenage Street to the north and Burnett St to the south which are local roads. The road closure and the Approved Project are located in the Canterbury-Bankstown local government area (LGA).

The proposed road closure Ness Ave underbridge, Dulwich Hill between Terrace Rd to the north and Ewart St to the south which are local roads. The road closure and the Approved Project are located in the Inner West local government area (LGA).

The proposed road closure at Cooks River/ Charles Street underbridge runs parallel with the Cooks River and runs between Canterbury Road to the southeast and Broughton St directly to the north. The road closure and the Approved Project are located in the Canterbury-Bankstown local government area (LGA).

The proposed road closure at Wairoa St underbridge, Canterbury between Wonga St to the south and Nowra St to the north which are local roads. The road closure and the Approved Project are located in the Canterbury-Bankstown local government area (LGA).

The surrounding pedestrian and cycling network are well developed at Ness Ave/Terrace Rd and Charles St. There is a shared path that runs parallel to the Cooks River and

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runs along the eastern side of the road reservation at Ness Ave and the western side of the road reservation at Charles St, and both form part of the Cooks River Cycleway (also called the Bay to Bay Path), which runs from Settlers' Park in Ryde to Botany Bay at Kyeemagh. Foord Ave is an informal shared pedestrian/cycle/vehicle area and is subject to a Council Safety Upgrade Proposal. Community feedback for the Proposal has closed. At Wairoa St, there is a formal footpath and road arrangement located under the underbridge.

The location of the proposed works is provided in Figure 2.

5. Site Environmental Characteristics

The locality is a generally suburban area, and the adjoining land uses are zoned a mixture of SP2 (Rail Infrastructure Facility and Drainage). At Foord Ave the land zoning is R3 (Medium Density Residential) with pockets of R2 (Low Density Residential). At Ness Ave/Terrace Rd the land zoning is R2 (Low Density Residential) with pockets of R3 (Medium Density Residential) and R4 (High Density Residential) to the north. At Charles St, Canterbury the land zoning is R4 (High Density Residential) abutting to SP2 (Drainage infrastructure - Cooks River) directly to the west. At Wairoa St the land zoning is R4 (High Density Residential) to the south and R3 (Medium Density Residential) to the north of the underbridge. There is also land zoned as RE1 (Public Recreation) directly abutting the site to the east.

The subject sites are bisected by the Wairoa St, Charles St, Foord Ave & Ness Ave/Terrace Rd underbridges which carries the former T3 Bankstown Line (which is currently being converted to metro standards as part of the Sydney Metro Southwest project) and the Southern Sydney Freight Line. The site is generally bordered by the Cooks River to the south, and Canterbury Rd to the north. Impacts to site environmental characteristics are discussed in Section 10 and 11 below.

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6. Justification for the proposed change

Progression of project design has identified that a temporary works piling platform will need to be constructed on Foord Ave for installation of the crash beams as part of bridge upgrade works for the Approved Project. However, the temporary works piling platform (including temporary ramps and the piling pads) would need to occupy the road reserve so that the piling rig can access the pile location due to access restrictions from the track, bridge or rail corridor within the Foord Ave. Ness Ave/Terrace Rd requires an exclusion zone a road closure for the overhead beam install.

Additional scope is required from the installation of overhead beams, beams strengthening and CSR Screen installation during weekends at all locations.

The proposed temporary road closures of the underbridges are required for the following reasons:

- Ensure enhanced road safety for local vehicles during construction
- Provide safe separation/diversion of active transport route (vehicle, pedestrian and cycle) and the construction zone
- Complete essential bridge re-enforcement work
- Provide improved construction access and efficiency for construction activities.

7. Environmental Benefit

The primary benefit of the proposed change is that it would facilitate the Approved Project required for the Sydney Metro Southwest project and would provide road safety benefits to local vehicles during construction by providing appropriate safe diversions.

8. Control Measures

Will a project and site specific EMP be prepared?	<input type="checkbox"/> Yes	Are appropriate control measures already identified in an existing EMP?	<input checked="" type="checkbox"/> Yes – CEMP, OCCS and CTMP
	<input checked="" type="checkbox"/> No		<input type="checkbox"/> No

9. Conditions of approval / Environmental mitigation measures

Number	Condition of Approval/ Environmental mitigation measure	Discussion on relevance and consistency for proposed change
CoA B1	A Community Communication Strategy must be prepared to provide mechanisms to facilitate communication between the Proponent, the relevant council(s) and the community (including adjoining affected landowners and businesses, and others directly impacted by the CSSI), during the design and Construction of the CSSI and for a minimum of 12 months following the completion of Construction of the CSSI.	An Overarching Community Communication Strategy (OCCS) was prepared by Sydney Metro on 25 October 2023. All consultation activities related to the road closure would continue to be managed in accordance with the OCCS, ensuring engagement with affected residents and businesses regarding road and pedestrian network changes, construction work notices, and ongoing construction updates.
CoA E51	During Construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access must be provided, and opportunities for parking arrangements must be investigated in consultation with affected businesses/properties and implemented before the disruption. Adequate signage and directions to businesses/properties must be provided before, and for the duration of, any disruption.	Local vehicle access to residential properties and businesses in all areas would be maintained during the road closure using appropriate measures to minimise disruption to vehicular access whilst also considering road safety. There would be no impact on parking as a result of the road closures. Local pedestrian and cyclist access to residential properties and businesses areas would be maintained during the road closure at Wairoa St, Charles St and Ness Ave/Terrace Rd during the road closure, except during the beam lift, which would occur in OOH due to the OSOM delivery of the beam. Through movements between both sides of Foord Ave Underbridge would not be maintained for the duration of the road closure in which case pedestrians and cyclists would follow the diversions for the one month period (with one month contingency). Managed access would be provided during the partial road closure. Following the completion of the approved bridge works, road infrastructure repairs would be carried out to restore normal use for local traffic. These works include road resurfacing, repairing kerbs, reinstating traffic signage, fencing, and street lighting as applicable. Therefore, the proposed change would be consistent with the Condition of Approval.
CoA E52	Safe pedestrian and cyclist access must be maintained around Work sites during Construction. In circumstances where pedestrian and cyclist access are restricted or removed due to Construction activities, an alternate route which complies with the relevant standards must be provided and signposted.	Local pedestrian and cyclist access to residential properties and businesses areas would be maintained during the road closure at Wairoa St, Charles St and Ness Ave/Terrace Rd during the road closure, except during the beam lift, which would occur in OOH due to the large sized delivery of the beam. Through movements between both sides of Foord Ave Underbridge would not be maintained for the duration of the full road closure in which case pedestrians and cyclists would follow the diversions for the one month period (with one month contingency). Managed access would be provided during the partial road closure.

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		Therefore, the proposed change would be consistent with the Condition of Approval.
REMM TC3	The impacts on the surrounding road network of lane closures resulting from bridge works across the rail corridor would be	The proposed closure was discussed in forums such as the Traffic and Transport Liaison Group (TTLG) on Wednesday 28 th January 2026 and the Traffic Control Group (TCG) on

	<p>assessed in detail, to identify the suite of management measures to be implemented for each closure required. This would be undertaken in consultation with Transport for NSW, Roads and Maritime Services, the Sydney Coordination Office, the Inner West and Canterbury-Bankstown councils, emergency services, and relevant bus operators.</p> <p>Planning for partial bridge closures would consider bus rerouting and timetabling, with the intention of minimising impacts to bus customers and bus operators.</p>	<p>20th January 2026 The management measures to be implemented as set in September 2025 TTLG/TGS remain applicable as follows;</p> <p>Upon approval the following requirements were recommended for the duration of the road closure at Foord Ave:</p> <ol style="list-style-type: none"> 1. The affected residents be advised one week prior to closure date; 2. Access for emergency vehicles must be provided at all times; 3. Barricades and signs to be provided in accordance with Australian Standards; 4. Heavy vehicles entering and exiting the site shall follow the relevant road rules; 5. Provision of TfNSW accredited traffic controllers to control pedestrian and vehicle movements; 6. The applicant obtains a Road Occupancy Licence; 7. VMS sign boards to be installed one week before the closure date. <p>Upon approval the following requirements were recommended for the duration of the road closure at Ness Ave/Terrace Rd:</p> <ol style="list-style-type: none"> 1. The application and TMP be submitted to RMS for approval; 2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre; 3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and 4. The occupation of the road carriageway must not occur until the road has been physically closed. 5. The application and TMP be submitted to RMS for approval; 6. A Road Occupancy License be obtained by the applicant from the Transport Management Centre; 7. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and 8. The occupation of the road carriageway must not occur until the road has been physically closed.
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		Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.
REMM TC8	<p>A construction traffic management plan would be prepared and implemented prior to construction. The plan would be prepared in accordance with the Construction Environmental Management Framework, and would detail, as a minimum:</p> <ul style="list-style-type: none"> • how traffic would be managed when construction works are being carried out • the activities proposed and their impact on the road network and on road users • how these impacts would be addressed. The plan would be prepared in consultation with the Traffic and Transport Liaison Group and would be approved by the relevant authority before construction commences. 	<p>The existing CTMP will be used to manage the proposed road closure, road safety and pedestrian/cycling access which would be maintained for the duration of the road closure. The CTMP would be updated accordingly to document the revised arrangement and any proposed control measures informed by consultation with affected businesses and stakeholders.</p> <p>Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.</p>
REMM TC14	<p>Directional signage and line marking would be used to direct and guide drivers, pedestrians, and other road users' past construction compounds and work sites, and on the surrounding road network. This may be supplemented by variable message signs to advise drivers of potential delays, traffic diversions, speed restrictions, or alternate routes</p>	<p>Signage and line marking measures identified in the existing CTMP would be used to manage pedestrian, cycling and motor vehicle access at Wairoa St, Charles St and Ness Ave/Terrace Rd and diversion at Foord Ave.</p> <p>Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.</p>

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REMM TC17	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community notification.	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community notification including VMS boards informing local traffic conditions, local monthly construction notification, specific notifications with details about this work, and offerings of briefings to directly impacted residents.
REMM TC19	Pedestrian, cyclist, and motorist safety in the vicinity of the construction sites would be addressed during construction planning and development of the construction traffic management plan.	Road safety and the safety of pedestrian and cyclist in the vicinity of the Approved Project will be maintained through implementation of measures identified in the existing CTMP. Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.
REMM TC20	Access for residents, businesses, and community infrastructure would be maintained. Where disruption to access cannot be avoided, consultation would be undertaken with the owners and occupants of affected properties, to confirm their access requirements and to discuss alternatives.	Local pedestrian and cyclist access to residential properties and businesses areas would be maintained during the road closure at Wairoa St, Charles St and Ness Ave/Terrace Rd during the road closure, except during the beam lift, which would occur in OOH due to the OSOM delivery of the beam. Through movements between both sides of Foord Ave Underbridge would not be maintained for the duration of the road closure in which case pedestrians and cyclists would follow the diversions for the one month period. Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.
REMM TC21	Access to stations and surrounding properties for emergency vehicles would be provided at all times. Emergency service providers (i.e. police and ambulance) would be consulted throughout construction to ensure they are aware of station closures, changes to access, including bridge lane closures, and changes to station or rail corridor access.	Access to surrounding properties for emergency vehicles would be provided for the duration of the road closure. Emergency service providers would continue to be consulted with to ensure they are aware of any changes to Foord Ave & Ness Ave/Terrace Rd Road Underbridge. Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.

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

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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	Biodiversity impacts were assessed in Chapter 22 (Biodiversity) and Technical Paper 9 (Biodiversity assessment report) of the EIS as part of the Approved Project. No change from the Approved Project.	No additional measures required.	Y	N	Y	-
Water	Hydrology, flooding and water quality impacts have been assessed in Chapter 21 (Hydrology, flooding and water quality) and Technical Paper 8 (Hydrology, flooding and water quality assessment) of the EIS as part of the Approved Project. No change from the Approved Project.	No additional measures required.	Y	N	Y	-
Soils and contamination	Soil and contamination impacts have been assessed in Chapter 20 (Soils and contamination) of the EIS as part of the Approved Project. The proposed bridge works would include ground disturbance to complete associated civil work, sheets piles installation, excavation and compaction, piling, and landscaping works within 500m of the Cooks River. As a result, Class 5 Acid Sulfate Soils (ASS) are expected in the subject site (that is ASS is not expected but within 500m of Class 1-4), and would be managed, treated and disposed of appropriately in accordance with the CoA and REMMs for the Approved Project. No change from the Approved Project.	No additional measures 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
Air quality	<p>Air quality impacts have been assessed in Chapter 23 (Air quality) of the EIS as part of the Approved Project.</p> <p>As a result, dust generated from excavation and pavement removal, as well as emissions from plant and machinery would likely generate air quality impacts. However, these are anticipated to be localised and minimal and would be managed in accordance with existing measures.</p> <p>No change from the Approved Project.</p>	No additional measures required.	Y	N	Y	-
Noise and vibration	<p>Noise and vibration impacts have been assessed in Chapter 12 (Noise and vibration) and Appendix E (Noise and vibration assessment) of the SPIR as part of the Approved Project.</p> <p>The nearest residential receiver is located in close proximity to the approved bridge works. The construction works that would generate noise and vibration include civil works, Form re pour works, beam installation, and rehabilitation and landscaping.</p> <p>This has the potential for localised noise impacts; however, any impacts were considered to be consistent with those already assessed in the Approved Project.</p> <p>No change from the Approved Project.</p>	No additional measures required.	Y	N	Y	-
Aboriginal Culture and Heritage	<p>Impacts to Aboriginal culture and heritage have been assessed in Chapter 15 (Aboriginal heritage) and Technical Paper 4 (Aboriginal heritage assessment) of the EIS and Appendices I (Archaeological Assessment and Research</p>	No additional measures 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
	Design Report) and J (Aboriginal Cultural Heritage Assessment Report) of the SPIR. No change from the Approved Project.					
Historic Heritage	<p>Impacts to historic heritage have been assessed in Chapter 14 (Non-Aboriginal heritage) and Appendix F of the SPIR as part of the Approved Project.</p> <p>The S2B CHMP identifies the following heritage listed items of local significance in the vicinity of the Road Closures;</p> <p><u>Food Ave, Hurlstone Park</u></p> <ul style="list-style-type: none"> Hurlstone Park Heritage Conservation Area Canterbury-Bankstown LEP 2023 (C2, C4, C6). Area C6 is directly to the south of the underbridge. Hurlstone Park Railway Underbridge, TAHE s170 Heritage and Conservation Register (4805737) & Canterbury-Bankstown LEP 2023 (I181) <p><u>Ness Ave/Terrace Rd, Dulwich Hill</u></p> <ul style="list-style-type: none"> Dulwich Hill Railway Station Group, TAHE S.170 Heritage and Conservation Register (4801909) & Inner West LEP 2022 (I1024) <p>Cooks River Overbridge</p> <p>No items of state significance in the vicinity of the road closure.</p>	No additional measures 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
	<p>Whilst the bridge works are approved works under the project, the temporary road closure would require a temporary pedestrian/cyclist path setup, signage and fencing required for the road closure.</p> <p>The proposed temporary closure and associated construction works would not affect the significance of the heritage items, including their industrial setting and landmark qualities. Any visual impacts associated with the establishment of the temporary closure would be minor and temporary in nature and would have negligible visual impacts to the setting of the items.</p>					
Community and socio-economic	<p>Community and socio-economic impacts have been assessed in Chapter 17 (Socio-economic impacts) and Technical Paper 5 (Social impact assessment) of the EIS as part of the Approved Project.</p> <p>There is potential for temporary minor impacts, by way of inconveniences during the closure of</p>	No additional measures 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
	<p>the Foord Ave & Ness Ave/Terrace Rd Road Underbridge for pedestrians and general traffic during construction</p> <p>These potential impacts would be minimised as far as possible by the implementation of the construction traffic, transport, and access management measures identified in the CTMP including temporary pedestrian/cyclist path setup, signage and fencing required for the road closure.</p> <p>The community would be notified in advance of the proposed road and pedestrian network changes through appropriate forms of community notification including VMS boards informing local traffic conditions, local monthly construction notification, specific notifications with details about this work, and offerings of briefings to directly impacted residents.</p>					
Traffic and transport	<p>Traffic and transport impacts have been assessed in Chapter 10 (Construction traffic, transport and access) and Appendix D (Traffic transport and access assessment) of the SPIR as part of the Approved Project.</p> <p>To facilitate the construction works of the Approved Project, a full road closure of Foord Ave & Ness Ave/Terrace Rd Underbridge (refer to Figure 2 of this Consistency Assessment for the extent of the closure) for approximately two months would be required.</p> <p>Temporary road closure</p>	<ul style="list-style-type: none"> A Temporary Full Road Closure Permit must be obtained from Canterbury-Bankstown Council & Inner West Council prior to any full road closure works – any requirements of this permit must be implemented. Proposed temporary full/partial road closures was presented to the Traffic Control Group (TCG) and Traffic & Transport Liaison Group (TTLG) meetings and comments/concerns raised by the relevant stakeholders were considered. 	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
	<p>A full road closure and traffic diversion up to one month and partial road closure up to January 2026 at Foord Ave & for a 72 hour period (with another 72 hour period as contingency) at Ness Ave/Terrace Rd was initially sought for the upgrade of the Foord Ave & Ness Ave/Terrace Rd Underbridge in the EIS before subsequently being refined to lane restrictions on nights and weekends in the SPIR.</p> <p>However, due to the nature of the work, site constraints, and lack of access from the bridge, a full road closure of Foord Ave & Ness Ave/Terrace Rd Underbridge would be required. The proposed road closure is therefore an additional impact that was not considered in the Approved Project due to changes made in the SPIR. However, the road closure would be localised and is required to ensure road safety for local vehicles during the essential bridge upgrade works.</p> <p>Reduced capacity caused by the prevention of through movements by motor vehicles between both sides of the Underbridge may result in some minor congestion as general traffic would use alternate routes.</p> <p>This impact would be temporary and can be mitigated under existing CoAs and REMMs and implementation of the CTMP.</p> <p>Parking</p>	<ul style="list-style-type: none"> • Pedestrian access must be maintained for the duration of the road closure at Ness Ave, except during beam installation. • Access to local residential and commercial properties must be maintained for the duration of the road closure. • During non-working hours, the site must be left in a safe condition, with barriers equipped with flashing lights and positioned away from potential hazards. 				

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>The construction site for the approved bridge works would be directly located directly underneath and adjacent to the bridge. Therefore, no on-street parking spaces will be lost.</p> <p>Haulage routes The identified haulage route via Foord Ave and Ness Ave/Terrace Rd would be from both the north and south side for vehicles engaged in work at the bridge. One change from the EIS is required to the haulage route for works occurring on the south side of Foord Ave between Floss St & Burnett St. The additional 500m proposed haulage route would traffic about 12 heavy vehicle movement per day during mobilization and demobilization, and 2 to 4 movements throughout the month. This is consistent with the CTMP and has been communicated through the TTLG, TCG and in the monthly notification.</p> <p>These haulage route are detailed in Figure 2.1 of the Submissions Report.</p> <p>There is one change to haulage routes with the addition of 500m between Floss St and Burnett Ave which has been captured in the CTMP as a result of the proposed temporary road closure.</p> <p>Access Access to residential and commercial properties will be maintained for the duration of the road</p>					

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	<p>closure. Access will be for local traffic only and would be managed by traffic control and measures identified in the CTMP.</p> <p>The road closure would cause a temporary disruption to motor vehicles users, cyclists and pedestrians at Foord Ave as through movements between both sides of the railway line Underbridge will not be permitted. The proposed change would be temporary in nature and any associated impacts would continue to be managed in accordance with the CTMP and relevant CoA/REMMs for the project. During the partial road closure traffic management will be in place allowing access for traffic between both sides of the railway line.</p> <p>Active transport (walking/cycling) Local pedestrian and cyclist access to residential properties and businesses areas would be maintained during the road closure at Ness Ave/Terrace Rd during the road closure, except during the beam lift, which would occur in OOH due to the large size of the beam. Through movements between both sides of Foord Ave Underbridge would not be maintained for the duration of the road closure in which case pedestrians and cyclists would follow the diversions for the one month period.</p> <p>Sydney Metro would continue to provide safe pedestrian and cyclist access and signposting at the construction site, in accordance with CoA E52.</p>					
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Metro Body of Knowledge (MBoK)

(Uncontrolled when printed)



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	<p>Waste and resource management impacts have been assessed in Chapter 26 (Waste management) of the EIS as part of the Approved Project.</p> <p>No change from the Approved Project.</p>	No additional measures required.	Y	N	Y	-
Visual	<p>Visual impacts have been assessed in Chapter 19 (Landscape character and visual amenity) and Appendix G of the SPIR (Landscape and visual impact assessment) as part of the Approved Project.</p> <p>As a result of the approved bridge works and temporary road closure, associated vehicles, equipment, plant, signage and hoarding will have a minor but temporary impact on the adjoining locality including on the community, active transport network and local heritage items.</p> <p>No change from the Approved Project.</p>	No additional measures required.	Y	N	Y	-

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Metro Body of Knowledge (MBoK)

(Uncontrolled when printed)



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
Land use and property	Land use and property impacts have been assessed in Chapter 16 (Land use and property) of the EIS as part of the Approved Project. No change from the Approved Project.	No additional measures required.	Y	N	Y	-
Hazard and risk	The proposed change would respond to the need for road/pedestrian safety, improved construction and access in order to complete the approved bridge works.	No additional measures required.	Y	N	Y	-

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(Uncontrolled when printed)



Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	The proposed road closure and temporary pedestrian/cyclist path setup would be in place in order to improve the safety of pedestrian, cyclists and vehicles during the construction activity through diversion or maintaining safe passage.					
Other	No change from the Approved Project.	Although there is no change from the approved project, the EPL 21147 has been updated to include the area under the bridges as Revision 47.	Y	N	Y	-

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11. Impact Assessment – Operation

The proposed works are during construction only.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Water	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Soils and contamination	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Air quality	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Noise and vibration	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Aboriginal Culture and Heritage	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Historic Heritage	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Community and socio-economic	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Traffic and transport	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Waste and resource management	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Visual	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Land use and property	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Hazard and risk	No change from the Approved Project.	Not applicable	N/A	N	Y	-
Other	No change from the Approved Project.	Not applicable	N/A	N	Y	-

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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 facilitate the bridge upgrade works on the Foord Ave & Ness Ave/Terrace Rd Underbridge which are approved works under the Sydenham to Bankstown Project; as well as to provide improved pedestrian safety around the construction site, improved road/driver safety by minimising interface with private vehicles and heavy vehicles and improved construction and access for the bridge upgrade construction activities for the Approved Project.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	The proposed change would result in temporary and localised changes to traffic and transport impacts on Dunstaffenage St & Burnett St, Terrace Rd & Ewart St with the full road closure of the Foord Ave & Ness Ave/Terrace Rd Underbridge. However, the closure is necessary to ensure pedestrian and road safety for local vehicles during construction of the essential bridge upgrade works within the Approved Project. Access would continue to be maintained for pedestrian and cyclists through the implementation of a temporary pedestrian/cyclist path setup, and local traffic would have access maintained. General traffic would have a designated diversion via Canterbury Road.
Are there any new environmental impacts as a result of the proposed works/project changes?	The proposed change introduces a new environmental impact on traffic and transport, with the temporary full closure of the Foord Ave & Ness Ave/Terrace Rd Underbridge eliminating motor vehicle access between both sides. However, the road closure would be temporary and localised to safely undertake the bridge upgrade works as part of the Approved Project, and the full road closure would facilitate safe road/pedestrian safety and improved construction access for the works.
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)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

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13. Other Environmental Approvals

Identify all other approvals required for the proposed works:

A Full Road Closure Permit must be obtained from Canterbury-Bankstown Council & Inner West Council prior to any full road closure works – any requirements of this permit must be implemented.

Although there is no change from the approved project, the EPL 21147 has been updated to include the area under the bridges as Revision 47.

14. Recommendation

Based on the above impact assessment, and with reference to the Sydney Metro Sydenham to Bankstown EIS, SPIR and Submissions 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:	████████████████████		
Company:	██████████	Date:	15/10/25, updated 4/12/25, updated 27/01/26

Assessment Supporting Signature

Application supported and submitted by			
Name:	██████████	Date:	28/1/26
Title:	████████████████████	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:	28/01/26
Title:	████████████████████ ██████████	Comments:	
Signature:	████████████████████		