



# Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

<b>Assessment Name:</b>	Sydenham to Bankstown – Extension of timing to Final Possession
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Sydney Metro
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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  
 SSI\_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 2 – June 2025

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 Modification 1 – October 2020  
 Sydenham to Bankstown Modification 2 – June 2025  
 Consistency Assessment TfNSW72 – Sydenham to Bankstown – Staging of the Bankstown Station works and extension of the final possession

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:

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. The works include station works, track and rail system facility works and other works to support metro operations. The below describes the existing approved project as it relates to the scope of this consistency assessment.

**Rail possessions**

Some construction works would need to be undertaken during rail possession periods when trains are not operating, to ensure that works are carried out as efficiently as possible and that worker safety is maintained. Works that may need to be undertaken during possession periods include:

- Station works and activities on stations which cannot be undertaken during operation of the network

- Track and corridor work
- Bridge works and temporary shutdown of part of the T3 Bankstown rail Line

A final possession period is required to enable the works that can only be completed once Sydney Trains services are no longer operating and to enable the line to be converted to Sydney Metro systems. The works would include the installation of new signalling, communication systems, and platform screen doors, as well as all testing and commissioning activities.

The EIS presented a Temporary Transport Strategy (TTS) which outlined the use of bus replacement services during track possession periods. The TTS provides a framework to plan and deliver an integrated, multi-modal transport network during these possession periods. The EIS and TTS identified a number of different types of rail possession periods – compromising of normal weekend maintenance possession periods with longer possession periods during school holidays. The possession periods that were assessed in the EIS and TTS included school holiday possession periods (two (2) weeks in July and six (6) weeks in December/January for five (5) years), four (4) additional weekend possessions per year (in addition to the standard Sydney Trains possessions) and a final possession of up to six (6) months.

Following exhibition of the EIS, changes were made to the exhibited project in the Submissions and Preferred Infrastructure Report (SPIR). Given the reduction in the construction activities required to deliver the scope of works identified in the SPIR, there was also a change to the proposed temporary transport arrangements. Key changes to these arrangements included:

- Changes to possession periods:
  - Additional eight (8) weekend possessions per year
  - Two (2) week possessions during December holiday periods only
  - Occasional weekday night-time possessions
- Concurrent closure of three (3) stations for up to two (2) months.
- No change to the final possession of up to six (6) months.

No changes were made to the TTS as part of the SPIR.

It is acknowledged in the EIS and SPIR that the indicative possession program would be reviewed during tendering, detailed design and construction planning to ensure the available possessions are sufficient to complete the works and that the overall impacts to the community are reduced as far as possible. The timing and duration of the final possession was not confirmed in the EIS and SPIR and would be dependent on the system operators' testing and commissioning processes.

In line with Condition of Approval E48, a Temporary Transport Management Plan (TTMP) must be prepared in accordance with the TTS one month before the implementation of the Plan.

The TTS identified that, as the possessions occur over a number of years, the nature of each possession is different due to progression in construction activities and forecasted transport demand growth along the corridor. Therefore, a Temporary Transport Plan (TTP) will be developed for each possession which will comprise a service plan (TTSP) and management plan (TTMP), to define the initiatives that will be implemented for that possession.

**Possessions to date**

To date, in accordance with Condition of Approval E48, temporary possessions have been successfully managed during school holiday and/or weekend possession periods between 2019-2025 under a TTMP, with the final possession commencing in September 2024. Various methods have been used to capture community feedback during the implementation of each these temporary rail possessions to inform or optimise the next TTMP for the possession period.

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

In November 2023, Consistency Assessment ([TfNSW72](#)) was prepared to assess an extension of the duration of the final possession for Sydenham to Bankstown from up to 6 months (as per the approved project) to up to 12 months, to be completed around mid-2025. The EIS and the SPIR did not specify the definitive length of the final possession however the relevant impacts of the final possession were assessed.

A further extension of the final possession is now required to complete the remaining construction activities along the line from Sydenham to Bankstown and complete all testing and commissioning activities. Stations between Marrickville and Bankstown, along the T3 Bankstown Line, closed on 30 September 2024, initially for approximately one year to complete the final stage of Sydney Metro upgrade works on the T3 Bankstown Line. The final stage of Sydney Metro Sydenham to Bankstown is now expected to be completed in the second half of 2026 due to delays to the construction schedule resulting from industrial action.

The purpose of this Consistency Assessment is to consider and assess the further extension of the final possession now required.

Southwest Link bus operations will continue to replace train services for this extended final possession period between Sydenham and Bankstown until first passenger services commence. Table 1 shows a comparison of the proposed possession program compared to the Approved project.

**Table 1 – Comparison of the proposed change with the Approved Project**

Approved Project	Proposed change
<p>The EIS and SPIR noted a final possession anticipated to be approximately three to six months in duration would be required. However, that timeframe was subject to review during detailed design and construction planning and was also dependent on the system operators’ testing and commissioning processes, to ensure the available possessions are sufficient to complete the works required to be done while reducing the overall impacts to the community to the extent possible.</p>	<p>A further extension of the final possession to the second half of 2026 would be required to complete the remaining construction activities along the line from Sydenham to Bankstown including all testing and commissioning activities in accordance with the system operator’s processes, to enable the operation of the Sydney Metro City &amp; Southwest project.</p>

During the further extended final possession, stations between Marrickville and Punchbowl, along the T3 Bankstown Line, would continue to be temporarily closed.

Frequent bus services would replace trains during this period between Bankstown and Sydenham as they have been doing since 2024. Bus replacement services would be provided on three routes on weekdays and weekends, with lower frequency of bus services on the weekend. The train replacement bus map can be found in Figure 1 which visually represents the bus replacement routes.

For travel between Sydenham and Bankstown, the replacement bus routes would continue to operate as follows:

- SW1: Bankstown to Sydenham (all stops)
- SW2: Bankstown to Sydenham (Limited stops – All stops to Belmore then Sydenham)
- SW3: Campsie to Sydenham (Limited stops - Canterbury then Sydenham)

Two TTP bus timetables for the final possession would continue to operate as follows:

- TTP bus timetable during school term
- TTP bus timetable during school holiday

The frequency of bus replacement services during the peak periods is presented in Table 2 and Table 3. The schedule is frequently reviewed to provide improvements where possible and to respond to customer feedback.

**Table 1 Frequency of TTP routes for final possession during school term**

Route	Direction	Towards	Frequency (services/hour)			
			AM 0800-0900	Interpeak (IP) 1100-1200	PM 1700-1800	Weekend 1200-0100
SW1	Inbound	Sydenham	27	9	7	10
SW1	Outbound	Bankstown	7	6	20	7
SW2	Inbound	Sydenham	32	8	10	9
SW2	Outbound	Bankstown	7	6	25	6
SW3	Inbound	Sydenham	18	6	6	6
SW3	Outbound	Campsie	6	6	15	5

**Table 2 Frequency of TTP routes for final possession during school holiday**

Route	Direction	Towards	Frequency (services/hour)		
			AM 0800-0900	Interpeak (IP) 1100-1200	PM 1700-1800
SW1	Inbound	Sydenham	20	9	7
SW1	Outbound	Bankstown	6	6	18
SW2	Inbound	Sydenham	25	11	6
SW2	Outbound	Bankstown	6	7	25
SW3	Inbound	Sydenham	16	6	6
SW3	Outbound	Campsie	6	6	15

Low floor accessible buses will continue to be provided on the majority of services. The detour maps and bus stop locations are provided in the TTMP in Appendix A.

Where events are held (such as the Easter Show and Ramadan Nights Lakemba event in April), frequencies would be adjusted as required. This would be incorporated into the TTMP.

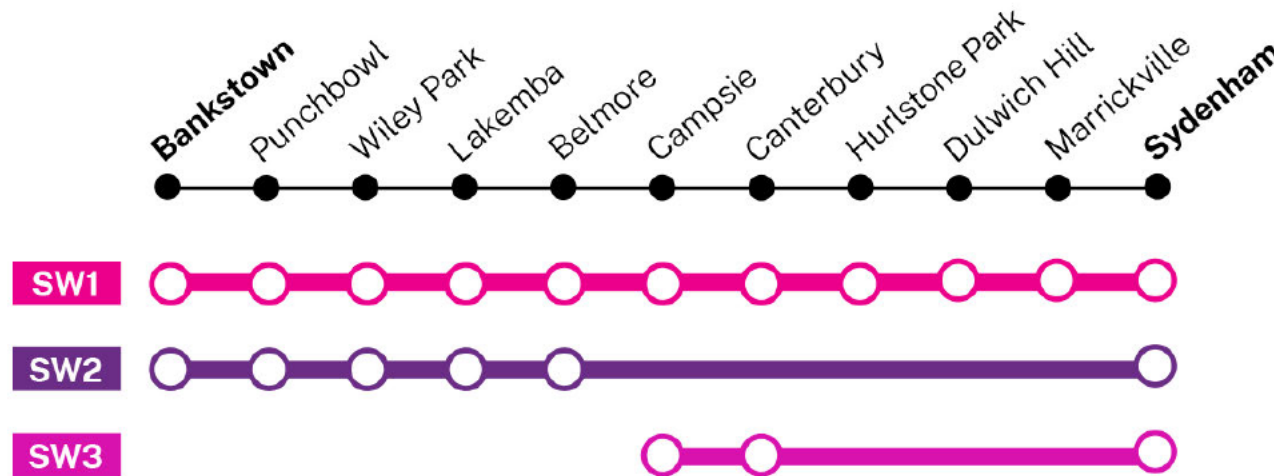


Figure 1 Train line closure and proposed train replace bus route.

### 3. Timeframe

The final possession is anticipated to be completed in the second half of 2026 prior to first passenger services commencing.

### 4. Site description

The proposed change relates to an extension of the final possession period. There would be no change to the site description as a result of the proposed change.

The temporary bus stops and routes, to support alternative transport arrangements during the final possession, are in the streets surrounding the Sydenham to Bankstown rail corridor, with focus on the streets between Bankstown and Sydenham and Campsie and Sydenham. Key corridors include Illawarra Road, Canterbury Road, The Boulevard, and Sydenham Road and intersections along each route. The temporary bus replacement routes have also been planned to allow express bus routes to use main road corridors (e.g. Canterbury Road). All-station bus routes predominantly use local roads to access stations. See Appendix B for further details regarding the site.

### 5. Site Environmental Characteristics

Refer to the approved project for a description of the existing environment. The proposed change relates to an extension of the final possession period and there is no change to site environmental characteristics as identified for the approved project.

## 6. Justification for the proposed change

The final possession period is required to complete the remaining construction activities along the T3 Bankstown Line and to undertake all testing and commissioning activities, as identified by the system operator’s processes. Work to date to upgrade the T3 Bankstown Line to metro standards has been significantly impacted by several factors outside of Sydney Metro’s control, including the COVID pandemic, wet weather and industrial action at Sydney Trains.

Industrial impacts during the early stages of the Project, resulted in delays greater than 130 days for the Southwest Metro, which will now be completed in the second half of 2026. As a result of this industrial action, Sydney Metro and its delivery partners had limited access to work sites causing a delay to obtaining relevant permits to work in the live electrical environment. This has meant several construction activities had to be rescheduled. The reprogramming of overhead wiring upgrades, track improvements and electrification changes, among other work, has resulted in a significant delay to the project, including to the testing program that was part of the final possession.

Since their commencement, rail replacement services have been carried out under the TTP process which has been working well as demonstrated by the minimal impact caused by the scheme to the existing road network. The extension of the final possession is expected to continue to have the same low impact to the road network. The updated Traffic Assessment (Appendix B) for the extended final possession confirms that replacement bus services would continue to have minimal impact on the road network, are consistent with the EIS, and can be effectively managed under the terms of the Approved Project. Minor changes to bus routes have been made to maintain Levels of Service on the road network.

## 7. Environmental Benefit

Not applicable but the final possession is required to facilitate safe construction of the Southwest Metro line.

## 8. Control Measures

Will a project and site specific EMP be prepared?	<input checked="" type="checkbox"/> Yes. The existing EMP will remain in place, and all mitigation measures will be retained. A TTMP has been prepared to plan and deliver an integrated, multi-modal transport network during the extended final possession and appended to this Consistency Assessment.	Are appropriate control measures already identified in an existing EMP?	<input checked="" type="checkbox"/> Yes
	<input 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
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E48	<p>The Proponent must prepare a Temporary Transport Management Plan in accordance with the Temporary Transport Strategy included in documents listed in Condition A1 one (1) month before the implementation of the Plan.</p>	<p>The Temporary Transport Management Plan has been updated and will continue to be implemented throughout the possession period (Appendix A). The TTMP is frequently reviewed to provide improvements where possible and to respond to customer feedback.</p>
E69	<p>The Proponent must co-ordinate utility providers and relevant council(s) to identify opportunities for maintenance, replacement or augmentation of utilities that cross the rail corridor and facilitate and co-ordinate requests by the utility providers and relevant council(s) to undertake the Work during rail shutdowns, with particular reference to the final three (3) to six (6) month shutdown before metro services commence.</p>	<p>The proposed change would be consistent with the condition. Coordination of utility works can continue throughout the extension to the final possession.</p>
E52	<p>Safe pedestrian and cyclist access must be maintained around Work sites during Construction. In circumstances where pedestrian and cyclist access is restricted or removed due to Construction activities, an alternate route which complies with the relevant standards must be provided and signposted</p>	<p>Safe pedestrian and cyclist access would continue to be maintained around construction sites. In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, an alternate route which complies with the relevant standards would be provided and signposted. Therefore, the proposed change would be consistent with the Condition.</p>
TC6	<p><i>Impacts of intersection performance</i>                  Further consideration of the need for intersection modifications would be undertaken, to improve intersection performance at locations most affected by the addition of construction heavy vehicles and rail replacement buses. This would be undertaken in consultation with Roads and Maritime Services, the Sydney Coordination Office, and the relevant road authority. The improvements considered would include:</p> <ul style="list-style-type: none"> <li>• modification to the existing traffic signal phasing</li> <li>• lane priority changes</li> <li>• changing lane designations (line markings and signage)</li> <li>• kerbside changes (such as removing on street parking or implementing no standing zones at peak times to increase lane capacity)</li> <li>• physical geometric changes (such as minor kerb cut-backs to enable large vehicles to safely move through intersections)</li> </ul> <p>restricting turning movements where traffic demand is low.</p>	<p>The Traffic Assessment (Appendix B) has assessed the impact of rail replacement buses during the proposed extended final possession on intersection performance. The assessment has not identified the need for any intersection modifications.</p>
TC10	<p>Transport for NSW would undertake an extensive community awareness and information campaign before changes to public transport services are implemented. This would include a range of communication activities such as:</p>	<p>The proposed change would remain consistent with REMM TC10. A Communications action plan will be implemented to ensure changes to public transport services are effectively communicated and extensive community awareness is achieved. These would include construction notifications, the</p>

	<ul style="list-style-type: none"> <li>• information at stations</li> <li>• wayfinding signage</li> <li>• clearly marked bus stop locations</li> <li>• letter box drops</li> <li>• web based information and transport 'app' where changes to travel are found in a single place</li> <li>• information via 131 500</li> <li>• advertising in local papers</li> <li>• email information bulletins</li> </ul>	<p>alignment wide Southwest Link newsletter and Southwest Metro newsletter. In addition, following additional communication platforms will be used:</p> <ul style="list-style-type: none"> <li>• Local Council Traffic Committee Meetings</li> <li>• Email notification to following stakeholder groups                             <ul style="list-style-type: none"> <li>• Business associations</li> <li>• CALD Community groups</li> <li>• Health providers</li> <li>• Shopping centres</li> <li>• Hotels</li> <li>• Clubs and Sporting facilities</li> <li>• Community services</li> <li>• Aged care facilities</li> <li>• Tertiary Education institutions</li> </ul> </li> <li>• MySydney webpage updates</li> </ul>
<p>Will the proposed change be consistent with the conditions of approval?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	

## 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	No change from Approved Project.	No additional measures required	Y	N	Yes	
Water	No change from Approved Project.	No additional measures required	Y	N	Yes	
Soils and contamination	No change from Approved Project.	No additional measures required	Y	N	Yes	
Air quality	The replacement bus services have the potential for localised air quality impacts however, this is anticipated to be balanced by the line-wide shutdown of the rail corridor during the possessions. Nevertheless, any localised air quality impacts are considered to be negligible relative to the Approved Project.	No additional measures required	Y	N	Yes	
Noise and vibration	The rail possession, replacement bus services and construction works undertaken during the possession period (including resurfacing and platform extension works and civil/signalling works) would result in minor noise impacts to nearby properties.  The level of impact would remain consistent with the Approved Project, which considered rail possessions and bus replacement, and the construction works required during the possession period. All associated impacts would be mitigated in accordance with the measures contained within the Construction Noise and Vibration Management Plan and associated Construction Noise and Vibration Impact Statements.	No additional measures required	Y	N	Yes	

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
	It is considered that the additional noise impacts from the replacement bus services present a negligible change from the Approved Project.					
Aboriginal Culture and Heritage	No change from Approved Project.	No additional measures required	Y	N	Yes	
Historic Heritage	No change from Approved Project.	No additional measures required	Y	N	Yes	
Community and socio-economic	<p>The extension of the possession would result in community impacts, by way of inconveniences and delays, as the replacement buses would be operating to the second half of 2026, as well as construction fatigue from the extended period of construction. These impacts would be mitigated by continuing to provide bus replacement services as provided in Section 2 of this Consistency Assessment.</p> <p>Appendix C provides a review of the potential social impacts of the proposed extension to the final possession against the impacts of the Approved Project. It also includes consideration of customer survey data and feedback for the Southwest Link Buses to date. A summary of complaints received is provided in Appendix C. The nature of complaints relate to bus frequency/inconvenience, communication, staff and customer service and accessibility/comfort.</p> <p>The nature of complaints noted in the updated social impact assessment relate to bus frequency/inconvenience, communication, staff and customer service and accessibility/comfort. All complaints are managed by specialised community relations teams within Sydney Metro and Transport for NSW. A key response during</p>	No additional measures required. The community would continue to be informed in accordance with the Communications Action Plan prepared under REMMTC10.	Y	N	Yes	

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>2025 was the completion of a significant road repair program to improve road surfaces along the Southwest Link route.</p> <p>Complaints received during the extended possession period would continue to be managed in accordance with existing complaint management systems. Sydney Metro and its contractors will continue to manage the impacts of construction and testing proactively via our construction methodology and the provision of additional mitigations including respite offers where appropriate.</p> <p>Impacts during the extended rail possession would occur for a longer duration than identified in Consistency Assessment TfNSW72 but the impacts would remain consistent with the Approved Project and it will continue to be a consistent construction impact.</p> <p>Any proposed economic impacts to businesses and impacts to car parking associated with cumulative impacts of possessions, would occur for a longer duration than identified in the EIS/ SPIR.</p> <p>Relevant mitigation measures and Conditions of Approval for the project would continue to apply to minimise any community and socio-economic impacts.</p>					
Traffic and transport	Indicative suitable replacement bus services will continue to be provided (refer to Section 2 of this assessment) to ensure that alternative public transport services are available for customers during the proposed extended final possession.	No additional measures required	Y	N	Yes	

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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>In accordance with Condition of Approval E48, the TTMP has been updated one month prior to the implementation of the plan to accommodate the SW2 bus route change and extension of timing of the possession (See Appendix A). The TTMP details the confirmed replacement bus schedule, bus routes, bus stop and layover locations, temporary parking changes and customer engagement.</p> <p>As part of Consistency Assessment TfNSW72 prepared for the final possession, a Traffic Assessment (June 2023) was prepared to assess the impacts of the replacement bus services on the road network during the final rail possession. The assessment identified that the majority of the signalised intersections have slight increases in delays (less than 15 seconds) and the overall intersection performance is maintained (Level of service (LOS) D or better).</p> <p>The Traffic Assessment was updated in September 2025 to support this Consistency Assessment (See Appendix B). A technical note was added to the updated traffic assessment undertaken due to a proposal to modify the outbound SW2 bus route from Marrickville Road to Sydenham Road and Frazer Street in Marrickville and Dulwich Hill to improve road network performance.</p> <p>The change to the outbound SW2 bus route showed a saving of four minutes during the afternoon peak, equating to a 12 per cent reduction in travel time.</p>					

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 assessment shows that Sydenham Road and Frazer Street has spare capacity and can accommodate the additional outbound SW2 buses under the proposal in 2026. All signalised intersections modelled would operate at an acceptable LOS, with no adverse impacts on the road network due to the SW2 changes. Therefore, the intersection impacts determined as part of this updated assessment are consistent with the previous assessment. The change to the SW2 bus route has now been implemented.</p> <p>Intersections not impacted by the SW2 bus route change to the west of Dulwich Hill would continue to perform at a similar LOS as the previous assessment in 2026. This is because the majority of intersections assessed in 2025 were forecast to operate with spare capacity and therefore would be able to accommodate the minor increase in background traffic volume in 2026. The exception was the Hume Highway / Chapel Road / Rookwood Road intersection in Bankstown, which was forecast to operate at LOS F with and without the project. This intersection would continue to perform at LOS F in 2026, however does not accommodate Southwest Link buses, as the Lidcombe to Bankstown line is now open.</p> <p>Therefore, all intersections under the proposed continuation of the bus replacement services to 2026 would continue to perform at an acceptable LOS, with no additional mitigation measures required.</p>					

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	At the end of the possession period, road remediation works would occur to repair any damage that the replacement buses contributed to along the Southwest Link bus routes.					
Waste and resource management	No change from Approved Project.	No additional measures required	Y	N	Yes	
Visual	Minor visual impacts would continue to result from the operation of temporary bus stops, which will now occur for an extended duration. These impacts will continue to be temporary and would be consistent with the Approved Project.	No additional measures required	Y	N	Yes	
Land use and property	No change from Approved Project.	No additional measures required	Y	N	Yes	
Hazard and risk	No change from Approved Project.	No additional measures required	Y	N	Yes	
Other	No change from Approved Project. The impacts remain unchanged and the community would experience the same impacts for this final possession.	No additional measures required	Y	N	Yes	

## 11. Impact Assessment – Operation

The proposed extension to the final possession is 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 Approved Project.	No additional measures required.	N/A	N	N/A	
Water	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Soils and contamination	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Air quality	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Noise and vibration	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Aboriginal Culture and Heritage	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Historic Heritage	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Community and socio-economic	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Traffic and transport	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Waste and resource management	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Visual	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Land use and property	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Hazard and risk	No change from Approved Project.	No additional measures required.	N/A	N	N/A	
Other	No change from Approved Project.	No additional measures required.	N/A	N	N/A	

## 12. Consistency with the Approved Project

Question	Response
Is the project (including the proposed changes) consistent with the conditions of approval?	Yes. The proposed extension to the timing of the final possession would be consistent with the Conditions of Approval and allows for the successful completion of the Sydenham to Bankstown project.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project. The purpose of the proposed possession is to facilitate construction of the Sydney Metro Sydenham to Bankstown line and is considered consistent with the objectives and functions of the Approved Project.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	The extension to the timing of the possession results in a change to the duration of impacts as assessed in the EIS and SPIR for the Approved Project, however the possession is temporary in nature and the level of impact would remain consistent with the Approved Project. Potential environmental impacts would be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report, Instrument of Approval and TTMP.
Are there any new environmental impacts as a result of the proposed works/project changes?	The proposed works would not result in any new environmental impacts beyond those considered in the Approved Project. The proposal would result in a change to the timing and duration of impacts as assessed in the Approved Project, however the scale of impact would remain consistent. All impacts identified for the proposed change would be adequately mitigated through the application of the mitigation measures in the above impact assessment tables and mitigation measures provided in the EIS, Submissions Report, Instrument of Approval and TTMP.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed extension to the final possession are known and understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	The impacts of the proposed works would be managed through the TTMP prepared for the possession period so as to avoid an adverse impact.
Would any Conditions of Approval be required to be changed as a result of the proposed change (having regard to the above assessment)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

### 13. Other Environmental Approvals

Identify all other approvals required for the proposed works:	N/A
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### 14. Recommendation

Based on the above impact assessment, and with reference to the *Sydney Metro Sydenham to Bankstown* Environmental Impact Statement, Submissions and Preferred Infrastructure Report, 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:	A/ Manager Planning Approvals		
Company:	Sydney Metro	Date:	25/02/2026

## Assessment Supporting Signature

Application supported and submitted by

Name:	██████████	Date:	
Title:	A/ ED Environment Sustainability Planning	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:	10/04/02026
Title:	A/Director Environment	Comments:	
Signature:	██████████		

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## Appendix A – Temporary Transport Management Plan

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## Appendix B – Traffic Assessment

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## Appendix C – Social Impact Assessment