

Planning Approval Consistency Assessment Form

SM ES-FT-414

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-22765520: Sydney Metro West – Major civil construction between Rail infrastructure, stations, precincts and operations (Stage 3 of the planning approval process for Sydney Metro West)

Date of determination:	Stage 3 – 26 January 2023	Type of planning approval:	Critical State Significant Infrastructure (CSSI) (Division 5.2)
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Relevant background information (including EA, REF, Submissions Report, Director General’s Report, MCoA):

Sydney Metro West is a staged State Significant Infrastructure (SSI) application under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This Consistency Assessment assesses the impacts of changes to the station podium at the Pyrmont Station eastern site for consistency against Sydney Metro West (*Major civil construction between Rail infrastructure, stations, precincts and operations*) (Stage 3 of the planning approval process for Sydney Metro West).

All proposed work identified in this Consistency Assessment would be carried out in accordance with the mitigation measures identified in the *Sydney Metro West Environmental Impact Statement – Rail infrastructure, stations, precincts and operations* (Stage 3 of the Planning Approval), Submissions Report and the Conditions of Approval (CoA).

A Concept State Significant Development Application (SSDA) for the Pyrmont Over Station Development (SSD-49620481), above the station podium, is being progressed under Section 4.22 of the EP&A Act. An Environmental Impact Statement (EIS) is currently being prepared for the SSDA in accordance with the Secretary’s Environmental Assessment Requirements (SEARs).

Description of existing approved project you are assessing for consistency:

Sydney Metro West (the Concept)

Sydney Metro West (the Concept) involves the construction and operation of a metro rail line around 24 kilometres long between Westmead and Hunter Street in the Sydney central business district (CBD). The key components include (as described in Chapter 6 of the Sydney Metro West – Concept and Stage 1 (major civil construction between Westmead and The Bays) Environmental Impact Statement (EIS)):

- Construction and operation of new passenger rail infrastructure between Westmead and the CBD of Sydney, including:
 - Tunnels, stations (including surrounding areas) and associated rail facilities
 - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure (including stations and surrounding areas)
- Provision for future integrated station and/or precinct development
- Ancillary development.

The Concept was determined on 11 March 2021.

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

Sydney Metro West – Concept and Stage 1 (major civil construction between Westmead and The Bays), including station excavation and tunnelling, was determined on 11 March 2021. It is noted that this Consistency Assessment does not relate to any aspects of Stage 1.

Sydney Metro West - all major civil construction work and tunnelling between The Bays and Sydney CBD (Stage 2)

The major civil construction work between The Bays and Sydney CBD was determined on 24 August 2022. The scope of the Approved Project is described in Chapter 5 of the EIS and includes:

- Enabling work such as demolition, utility supply to construction sites, utility adjustments, and modifications to the existing transport network
- Tunnel excavation including tunnel support activities
- Station excavation for new metro stations at Pyrmont and at Hunter Street, in the Sydney CBD.

It is noted that this Consistency Assessment does not relate to any aspects of Stage 2.

Sydney Metro West - Rail infrastructure, stations, precincts and operations (Stage 3, The Approved Project)

The Sydney Metro West planning approval for rail infrastructure, stations, precincts and operations was determined on 26 January 2023. The Approved Project includes construction elements relating to the tunnel fit-out, construction of stations, ancillary facilities and station precincts, as well as the operation and maintenance of the Sydney Metro West line. Provisions were made for structures and spaces for non-station uses such as retail, commercial and/or community facilities which would generally be provided within, around and above the station infrastructure and would be integrated with the overall design of the Stations. This Consistency Assessment relates to Stage 3 of planning approval process for Sydney Metro West (the Approved Project).

Over station development

The Approved Project makes provisions for future over station development at Parramatta, Sydney Olympic Park, Pyrmont and Hunter Street (Sydney CBD), as well as adjacent station development at Westmead, Parramatta, Sydney Olympic Park, Burwood North and The Bays. Pyrmont Station eastern site includes:

- spaces for future lobbies, lift cores, access, parking, loading docks and building services for the future Pyrmont over station development, and
- subdivision.

The design of the Pyrmont metro station would take into account the planned over station development so that the future development can be built efficiently and effectively.

Conceptual provisions for these elements are shown in Figure 10-3 and 10-4 of Appendix B (Revised Proposal Description) of the RtS, and a high-level conceptual vision of the full podium and over station development are shown in Figure 10-1 of the Appendix B (Revised Proposal Description) of the RtS. The figure identified that additional levels of the podium, and the potential extent of the future over station development, would be subject to separate approval. The RtS identified that the station infrastructure would be required up to an indicative height of about 16 metres within the podium from Union Street, at the Pyrmont Station eastern site. It was noted this was indicative, conceptual and subject to ongoing design development. The fit out and use of the spaces within the podium for non-station uses would also be subject to separate approval.

Sydney Metro has lodged a Scoping Report and will submit an EIS to support a Concept SSDA (SSD-49620481) for the Pyrmont over station development on the eastern site. This is a conceptual level application which seeks consent for the maximum building envelope, maximum building height, maximum gross floor area, proposed land uses and car parking. The Scoping Report identified that the Concept SSDA will seek consent for a podium building with a maximum height of about 27 metres (at a reduced level (RL) of 34.9m) and a tower above with a maximum height of RL120m. In addition, the Concept SSDA will seek consent for the fit out and use of the non-station spaces within

the podium established under the Stage 3 CSSI approval, including both commercial and residential uses, such as residential lobbies to support the proposed residential tower above.

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

The proposed refinement to the eastern site at Pyrmont Station is as follows:

- an increase to the station's indicative podium height from the indicative 16 metres identified in the Response to Submissions Report (RtS) to a proposed indicative 27 metres
- an increase to the indicative construction timeframe for the station works by about 18 months (due to the increase in podium height).

The design presented in the EIS and RtS was developed to a level where potential impacts can be appropriately identified and assessed. As identified in Section 20.6 of the EIS, some design elements of this proposal would continue to be refined as part of the design development process. Design development would continue to be informed by the design objectives and principles, Design Guidelines, Design Quality Framework and feedback from community and stakeholders. The EIS specified that aspects to be resolved through design development included a review of the specific station infrastructure configurations and layouts to respond to further design.

Since determination of the Approved Project and lodgement of the Concept SSDA Scoping Report, the design of the station at Pyrmont has been further developed to ensure the station and future development can be built efficiently and effectively. This design development has identified that additional space would be required for station and services infrastructure and this space would be required to extend above the indicative podium height of about 16 metres identified in the EIS and RtS. The RtS noted that the indicative height of about 16 metres may be subject to change and would be subject to ongoing design development. Consequently, a revised podium height of about 27 metres above Union Street was found to be required to house the station and services infrastructure, resulting in an increase of about 11 metres in space for these services. This equates to the full extent of the podium at the Pyrmont Station eastern site which would be consistent with the podium height identified through the Pyrmont Peninsula Place Strategy (DPE, 2020). Reconfiguration of the station and spaces for non-station uses (e.g. retail, commercial and/or community facilities) in the podium would allow for a greater holistic design outcome, creating a better opportunity for the design to be integrated and for the provisioning of spaces for active frontages within the podium to be retained.

Construction of the podium up to about 27 metres would result in an increase to the indicative construction timeframe. As discussed in Table 1 and Section 3 of this Consistency Assessment, additional time would be required to construct the podium structure and to fit-out the necessary station infrastructure. This would cumulatively result in an increase of about 18 months to the indicative program identified in the RtS for station construction and fit-out, however, would not result in an increase to the overall duration of construction, as the additional construction would be able to be accommodated for within the indicative overall construction program for Pyrmont Station.

This Consistency Assessment assesses the construction of the full extent of the podium up to about 27 metres (RL 34.9) at the Pyrmont Station eastern site. Impacts associated with the construction and operation of the station and services infrastructure, and the delivery of the integrated structures and spaces for non-station uses within the podium, are assessed in this Consistency Assessment. These impacts include those arising from the additional construction timeframe to deliver the refined station podium. Impacts associated with the fit out and use of the non-station spaces within the podium, and the over station development (including the overall building height and floor space), are not assessed in this Consistency Assessment and are subject to separate approval. The EIS for the Concept SSDA will assess the over station development above the station podium, as well as the uses of the non-station spaces within the podium. All works associated with the proposed refinement to the indicative podium height would be undertaken in accordance with the Conditions of Approval, including the approved construction hours specified in Condition of Approval E25.

The proposed changes to the podium are shown in Appendix A, Appendix B and Appendix C of this Consistency Assessment and are described in Table 1 below. It is noted that this Consistency Assessment does not relate to any aspects of the Pyrmont Station western site. Following feedback received from stakeholders and the community during exhibition of the EIS, the indicative heights of aboveground structures (for example, station buildings, station services and space for non-station use) were changed from being described as storeys, to metres. This change gives a clear indication of the scale of proposed structures, as the typical height of a building storey can differ depending on land uses. As a result, the RtS and Revised proposal description (Appendix B of the RtS) were updated to describe the indicative heights of aboveground structures in metres. The height of the proposed refinement is described in metres throughout this Consistency Assessment.

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Table 1 - Comparison of the proposed refinement to the EIS and RtS

Element	EIS and RtS	Proposed refinement
Podium uses	<p>Chapter 14 of the EIS assesses the structural elements, utilities and services for non-station uses (e.g. retail, commercial and/or community facilities) within the station podium. The assessment notes that the fit-out and use of these spaces is subject to separate approval and that the design drawings shown in the EIS are indicative and may be subject to change.</p> <p>The podium and station footprint are shown in Figure 10-1 Indicative layout and key design elements – Pymont Station of Appendix B – Revised Proposal Description of the RtS. Figures 10-3 and 10-4 indicatively show the station services (including the paid and unpaid concourse) to be constructed within the podium.</p>	<p>The proposed refinement does not result in construction or operations outside of the approved site boundary. The revised figures included in Appendix A, Appendix B and Appendix C of this Consistency Assessment show the revised podium covers the same footprint as the identified in the EIS and RtS.</p> <p>The podium would be divided into two portions, a portion comprising the station infrastructure, and a portion comprising the space for non-station uses (e.g. retail, commercial and/or community facilities). The ground floor arrangement of spaces for station and non-station use is shown in Figure 2 of Appendix A. Station services and related infrastructure would be constructed in the western portion, fronting Edward Street. The eastern portion would be allocated for spaces for non-station use, including support for the over station development, such as a residential lobby. Access to the spaces for non-station uses would be provided from Union Street. This Consistency Assessment assesses the structural elements, utilities and services for non-station uses within the northern portion. Fit out and use of the non-station spaces within the northern portion would continue to be subject to separate approval.</p>
Construction methodology	<p>The construction methodology for structural work and aboveground station infrastructure is described in Section 2.4.2 of the Revised Proposal Description for the RtS (Appendix B). The aboveground station buildings would likely be constructed using reinforced concrete methodologies or steel frames or a combination of both. The above structural construction methods would be further developed during further design, with consideration of alternative methods such as the use of precast concrete units whereby heavy vehicles deliver pre-made units instead of concrete being poured on-site.</p> <p>Construction of stations would incorporate suitably designed structures to integrate with or support any future over station development (subject to separate approval).</p>	<p>The construction methodology would be unchanged. Consistent with Appendix B of the RtS, the proposed refinement to the podium and integrated station design would continue to be incorporated into the Pymont Station eastern site.</p>
Construction program in the EIS/ RtS	<p>The indicative construction program for the Pymont Station construction sites is shown in Figure 10-9 of the Revised Proposal Description (Appendix B) of the RtS. Station construction would occur</p>	<p>Station construction would commence in Q4 2026 and would be completed in Q4 2029. Station fit-out would be undertaken from</p>

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	between Q4 2025 and Q4 2027, with fit-out work occurring between Q2 2026 to Q1 2028.	Q3 2027 to Q4 2029. This would result in an additional 18 months of construction cumulatively.
Podium height	The revised proposal description for the RtS (Appendix B) identifies that the aboveground station infrastructure (including the station services, space for non-station uses and concourse) would be, subject to design development, indicatively about 16 metres above Union Street (for the eastern station building). Conceptual provisions for the podium and integrated station development were shown in Figure 10-1, Figure 10-3, and Figure 10-4 of Appendix B (Revised Proposal Description). These figures identified that the podium and integrated station development were subject to ongoing design development and may be subject to change. The figures also identified that the fit out and use of the spaces within the podium for non-station uses would be subject to a separate approval.	The full extent of the podium, including spaces dedicated for aboveground station infrastructure, would be, subject to design development, indicatively around 27 metres above Union Street (for the eastern building).
Station entry	Table 10-1 of the revised proposal description for the RtS (Appendix B) identifies that the station entry would be located on Union Street, Pyrmont (near the intersection of Edward Street).	No change.
Loading and servicing	There would be a station services and a loading zone along Edward Street as specified in Section 10 and pictured in Figure 10-6 of the revised proposal description of the RtS (Appendix B).	No change.
Station precinct and interchange facilities	Key operational features of Pyrmont Station are described in Section 10.1.2 and are pictured in Figure 10-1 of the revised proposal description of the RtS (Appendix B) identifies that Pyrmont Station would include a series of precinct and interchange elements, such as: <ul style="list-style-type: none"> • bicycle parking • accessible kiss and ride • public domain areas at the station entrances. 	No change.
Placemaking	Operational placemaking features are described in Section 10.1.2 of the revised proposal description for the RtS (Appendix B). The assessments specify that the station would provide for an active frontage on Union Street (with fit-out and use of these spaces subject to separate approval).	No change.

This Consistency Assessment also corrects a labelling error found in Chapter 14 and Technical Paper 6 – Landscape and Visual Amenity of the EIS. Section 14.9.2 of Chapter 14 states that:

“There is one property located at 110 Pyrmont Bridge Road, with some north facing residential apartments that would be impacted by overshadowing such that there would not be any sunlight cast on the eastern end of the façade of this building during mid-winter”

A review of this impact has shown that the correct address for the building previously reported as 110 Pyrmont Bridge Road is 1-5 Hardwood Street, Pyrmont. The correction of this labelling error does not change the level of impact assessed for 1-5 Hardwood Street, Pyrmont. Impacts to 1-5 Hardwood Street as a result of the proposed refinement to the podium height are assessed in Sections 10 and 11 of this Consistency Assessment.

3. Timeframe

The indicative construction program for Pyrmont Station is shown in Figure 10-9 of Appendix B (Revised Proposal Description) of the RtS. This program indicated that Station construction (including partial elements of the podium up to an indicative height of about 16 metres above Union Street) at Pyrmont Station would occur for about two years, between Q4 2025 and Q4 2027, with Station fit-out work occurring from Q2 2026 to Q1 2028. Section 2.0 of the Revised Proposal Description (Appendix B) of the RtS outlines that the construction programs assessed were indicative, and that a final construction methodology and program would be developed as part of the detailed construction program. In response to the revised podium height and broader construction program changes since the commencement of construction, the indicative construction program has been refined.

To accommodate for construction of the full extent of the podium, revisions to the indicative construction program assessed for the approved project would be required. Station construction would commence 12 months later than assumed for the approved project, in Q1 2027. To complete the revised Station structure, construction would be required for an additional 12 months from the indicative construction duration assumed in the EIS and RtS. As a result, construction of the Station structure would conclude around Q4 2029. This would result in Station construction requiring a revised duration of about three years rather than the previously assumed two. The revised indicative program would further result in station fit out being generally undertaken between Q3 2027 and Q4 2029. This phase would commence about 15 months later than assumed for the approved project and would be completed about 20 – 24 months later than assessed in the indicative construction program of the approved project.

Overall, the revised indicative construction program would be extended for about 2 years for Station construction and about 18 months for Station fit-out. Cumulatively, the revised indicative construction program would be extended for about 18 months.

4. Site description

The proposed refinement relates to the Pyrmont Station eastern construction site (Lot 1/-/DP620352 and 1/-/DP657429) which is located on Pyrmont Bridge Road near the centre of the Pyrmont Peninsula. The site covers about 2,600 square metres and is located between Edward Street, Union Street and Pyrmont Bridge Road.

The proposed refinement associated with this Consistency Assessment would be within the existing approved site and the surface level footprint of the approved Pyrmont Station site would not change.

5. Site Environmental Characteristics

The Pyrmont Station site is in an established, dense urban area, just west of Sydney CBD. It is surrounded by predominantly low and medium-rise character terrace buildings, modern commercial and residential buildings, medium and high-density apartments and former warehouse buildings and local hotels at prominent corner sites. There are

areas of local and regional visual sensitivity with the western site being within a heritage conservation area and the eastern site being visible from the State listed heritage item Pymont Bridge.

Vegetation in the area surrounding the proposed location of Pymont Station is limited to landscape and ornamental plantings only. No remnant native vegetation is present. All vegetation within the Pymont Station construction sites has been removed by the work carried out under the previous Sydney Metro West planning application. No known Aboriginal sites would be impacted by the proposed work at the Pymont Station site. There are no registered AHIMS sites within 200 metres of Pymont Station.

6. Justification for the proposed change

The proposal would be consistent with the objectives and functions of the approved project. The RtS noted that the integrated station design was indicative, as design aspects such as the podium height and arrangement may change. As such, any changes to be made during design would be reviewed for consistency. Ongoing design development for the integrated station development at Pymont identified that additional space within the podium would be required to support the station infrastructure, services and equipment. Since determination of the Approved Project and lodgement of the Concept SSDA Scoping Report, the design of the integrated station development at Pymont has been further developed to ensure that the station and future over station development can be built efficiently and effectively. Reconfiguration of station and non-station uses in the podium would allow for a greater holistic design outcome, creating a better opportunity for the design to deliver a structure which is well integrated, and allows for the inclusion of spaces for active frontages within the podium. In accordance with the Place and Design Principles for Pymont Station in the Sydney Metro West Station and Precinct Design Guidelines, the Approved Project would deliver an activated ground plane and high-quality public domain that contributes to the streetscape, complements the surrounding context and heritage character and offers a welcoming place for people. The proposed refinement would respond to this vision through the provisioning of larger spaces for ground-floor active frontages and spaces for mixed uses which may include retail, commercial and/or community facilities.

A representation of the design at ground floor is shown at Figure 2 of Appendix A.

The proposed arrangement of the podium has resulted from a number of key design considerations. Spaces for station and services infrastructure have been arranged within the western portion of the podium due to the following reasons:

- key equipment including ventilation shafts require greater space above the station than previously assumed, and consequentially, would extend higher into the podium than the indicative height of about 16 metres identified in the EIS and RtS
- key station infrastructure, including ventilation shafts, must be located above the station to ensure operational efficiencies
- loading docks and the driveway for the integrated station podium and over station development must be located along Edward Street in order to prevent private and service vehicles interfering with heavy traffic and pedestrians on Pymont Bridge Road and Union Street
- enables provisioning of spaces along the frontage of Union Street for the station entrance, and ground floor active frontages in response to the strategic objectives outlined in the Pymont Peninsula Place Strategy (DPE, 2022) to promote Union Street as a local centre.

Sydney Metro West was declared as State significant infrastructure and critical State significant infrastructure under sections 5.12(4) and 5.13 respectively, of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 23 September 2020 (and amended in October 2021). The declaration defines development for the purposes of the Sydney Metro West project as including the construction of tunnels, stations (including surrounding areas), associated rail facilities and ancillary development as CSSI.

Station and services infrastructure are critical aspects of Sydney Metro West stations and are assessed as such throughout the EIS and RtS. Without adequate provisioning for such services within the tunnels and station developments, operation of the Sydney Metro West network would not be possible. Construction of the full podium extent up to about 27 metres for the purposes of accommodating for station and services infrastructure would continue to meet the CSSI declaration as the infrastructure forms a critical component of the station structures.

Under the CSSI declaration, Sydney Metro are to consider the overall delivery of stations and their precincts on land within the locality of approved metro stations. The station infrastructure and services required for the operation of the CSSI cannot be delivered in isolation to the spaces for non-station uses (e.g. retail, commercial and/or community

facilities) within the integrated podium. The arrangement of the podium allows for structural provisions for the future over station development, which is a key element of the future Pymont Station metro precinct. For this reason, the whole podium up to 27 metres must be designed and delivered under the CSSI as it would not be feasible to partially construct the western portion of the podium for the spaces for station and services infrastructure and leave the design of structural elements of the over station development and spaces for non-station uses within the podium for separate approval under the SSDA. The proposed refinement to include the whole podium under the CSSI, including the spaces for non-station uses, would be consistent with the principles of the CSSI declaration as the delivery of the whole podium under the Approved Project is integral to the overall delivery of the station and the Pymont metro station precinct.

7. Environmental Benefit

There are no additional environmental benefits as a result of the proposed refinement.

8. Control Measures

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

9. Conditions of approval / Environmental mitigation measures

There are no Conditions of Approval or Environmental mitigation measures which specifically relate to the design and construction of the podium at Pymont Station (the proposed refinement). The proposed works would continue to follow all controls and requirements of the approved project to manage impacts during construction and operation.

It is noted that Condition A1 of the Approved Project’s Conditions of Approval state that the Proponent (Sydney Metro) must carry out the CSSI in accordance with the conditions of the approval and generally in accordance with the EIS and RtS. Sydney Metro identified within the preliminary designs presented in the RtS that some features of the stations, precincts and integrated station designs were indicative and would be subject to further design development. This included the podium for the Pymont Station eastern site whereby it was stated throughout the RtS and supporting appendices that the podium envelope and height of about 16 metres was an indicative measurement and had potential to change following the outcomes of design development.

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

10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	There would be no need for additional removal of vegetation at the Pyrmont Station eastern site as a result of the proposed refinement.	No additional measures required.	Y	N	Y	
Water	As the proposed refinement is above ground, there would not be additional impacts on groundwater as a result of the revised indicative podium height. No changes to the approved construction site footprint would occur as a result of the proposed refinement, and therefore, flood impacts assessed for the approved project would not change.	No additional measures required.	Y	N	Y	
Soils and contamination	Excavation has occurred under the previous planning approval for Sydney Metro West (Stage 2). There is no additional risk for contamination or spoil generation as a result of the proposed works.	No additional measures required.	Y	N	Y	
Air quality	There would be no change to air quality impacts from the approved project.	No additional measures required.	Y	N	Y	
Noise and vibration	As there is no change to the construction methodology of the approved project, the extent of noise and vibration impacts are not expected to change from the approved project, however, the duration of the impacts would be extended by about 2 years for station construction, and 18 months for station fit out works. Consistent with the Approved Project, station and facility construction would occur during approved construction hours. Consistent with Condition of Approval E27(d)(i), indoor construction and fit-out	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>of the station and station uses within the podium would be required to be undertaken out of hours, including during evening and night-time periods.</p> <p>The EIS for the approved project assessed noise and vibration impacts associated with station construction (including the CSSI podium).</p> <p>The EIS assessment found that during station/ facility construction potential worst-case airborne noise impacts would result in exceedances of the noise management levels (NML) at some nearby receivers. These worst-case exceedances include:</p> <ul style="list-style-type: none"> • up to 20 receivers between 1 – 10 dBA in the standard day-time construction hours • up to 2 receivers between 11 – 20 dBA in the standard day-time construction hours • no receivers greater than 20 dBA in the standard day-time construction hours. <p>Station/ facility construction would mostly occur during standard day-time construction hours. Out of hours works would occur on an 'as needed' basis.</p> <p>The assessment noted that such receivers may be particularly noise affected during intermittent periods where noise intensive equipment such as concrete saws are being used.</p> <p>The EIS also assessed the worst-case night-time airborne noise impacts that may be experienced during indoor construction and fit out works which are able to be undertaken outside of approved</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>construction hours in accordance with the Conditions of Approval. Potential worst-case exceedances of the NMLs were identified for:</p> <ul style="list-style-type: none"> • up to 41 receivers between 1-10 dBA • up to 23 receivers between 11-20 dBA • up to two receivers greater than 20 dBA. <p>The assessment found that as the majority of internal fit out work would occur within the built station structure and would not require the use of noise-intensive equipment, that these exceedances would be an irregular occurrence. As outlined in Table 1 of this Consistency Assessment, there would be no change to the construction methodology of the Approved Project. It is therefore expected that these exceedances would not change as a result of the proposed refinement, however, the duration of impacts would increase by about 18 months from the Approved Project.</p> <p>The impacts from construction and station fit out of the podium would be managed under the Conditions of Approval, particularly Conditions E25 and E26. In accordance with Condition of Approval E26 highly noise intensive work would not occur outside of the approved construction hours. Appropriate respite periods would also be provided for highly noise affected receivers in accordance with CEMF-NV21 and would include consideration of the communities' preferred noise and vibration management approach.</p> <p>Appropriate respite periods would also be provided for receivers who are expected to be noise affected in accordance with the Sydney</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
	Metro Construction Noise and Vibration Standard and mitigation measure CEMF-NV21.					
Aboriginal Culture and Heritage	No excavation is proposed as a result of the proposed works. As excavation and major earthworks would be undertaken as part of the previous planning approval for Sydney Metro West (Stage 2), there would be no changes to the impacts from the Approved Project.	No additional measures required.	Y	N	Y	
Historic Heritage	<p>The EIS for the Approved Project assessed the potential impacts to several nearby local heritage items during construction. Potential temporary indirect visual impacts were found at the following items assessed for the Pyrmont Station eastern site:</p> <ul style="list-style-type: none"> • Corner Shop and Residence 'Charmelu' (SLEP 2012 Item no. I1213) – minor impact • Former New York Hotel (SLEP 2012 Item no. I1275) – minor impact • Former Warehouse 'Bank of NSW Stores' (SLEP 2012 Item no. I1256) – negligible impact • Terrace Group (SLEP 2012 Item no. I1274) – neutral impact • Pyrmont Bridge Road Hotel (SLEP 2012 Item no. I1255) – negligible impact. <p>Temporary indirect visual impacts were found to be associated with the use of construction hoarding, stacked site offices and other amenities which would cause varying levels of shadowing and disruption of significant views. The Former New York Hotel and Corner Shop and Residence</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>'Charmelu' were each found to experience minor temporary indirect visual impacts as a result of the approved project.</p> <p>These minor temporary indirect visual impacts would continue for the duration of the construction of the revised podium.</p> <p>Sydney Metro would continue to manage indirect visual impacts to the relevant local heritage items under the existing environmental mitigation measures, including Sections 8 and 10 of the CEMF.</p> <p>All items were found to have a neutral settlement and vibration impact as a result of the approved project. As there is no additional excavation as a result of the proposed refinement, it is expected that this impact would not change.</p>					
Community and socio-economic	<p>The potential impacts from the construction and station fit out of the revised podium is expected to last for around 18 months more than what was assessed in the Approved Project. Whilst the proposed refinements to the indicative construction program would extend the duration of construction for phases of work, there would be no change to the overall indicative duration of the Approved Project.</p> <p>As described in Table 1 of this consistency assessment, the construction methodology for the additional podium area would be the same as that described in the Approved Project.</p> <p>There would be a reduction to the landscape character and visual amenity as a result of construction of the approved project. The proposed works would not significantly alter the</p>	No additional measures required.	Y	N	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>visibility of construction hoarding and would not have an additional impact to the visual and amenity impacts experienced by the community.</p> <p>There would be no further changes to the surrounding road and pedestrian network and no increases to the total daily and hourly movements for heavy vehicles. As such there would be no substantial change to the nature and extent of transport and traffic impacts from the Approved Project, however the duration of impacts would be expected to increase by about 18 months to cover the construction duration of the revised podium. Whilst construction of the full extent of the podium would result in an increase to the indicative construction program from the Approved Project, the proposed refinement would reduce the extent of construction required under the over station development SSDA.</p> <p>All construction works associated with the proposed refinement would occur within the existing approved construction site footprint and would not result in any changes to property acquisition. There would therefore be no changes to the land use and property impacts from the Approved Project.</p> <p>Consistent with the mitigation measures of the Approved Project, impacts to the community from construction would be managed under the Overarching Community Communications Strategy (OCCS). Condition of Approval E85 also requires detailed community communication strategies to be prepared for this Station which would be informed by engagement with directly affected communities and stakeholders.</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
Traffic and transport	<p>The EIS for the approved project assessed that during construction of the aboveground station buildings and precinct, there would be a total daily average of 268 construction vehicle movements, resulting in a maximum of 6 heavy vehicle movements and 10 light vehicle movements in the morning and evening peak periods. No additional construction vehicles would be required during the daily working hours as a result of the proposed refinement to the Approved Project, however, the duration of these impacts would extend to cover the construction duration of the revised podium.</p> <p>Consistent with the impacts of the approved project, the performance of some intersections around the site would temporarily decline during peak periods due to the construction works and vehicles, including at Pyrmont Bridge Road / Union Street and Union Street / Pyrmont Street. Consistent with the mitigation measures of the Approved Project, these impacts would continue to be managed in accordance with the measures in the Construction Traffic Management Framework (CTMF).</p>	No additional measures required.	Y	N	Y	
Waste and resource management	<p>Waste management and resource use was assessed in Section 18.5 of the EIS for the Approved Project. Demolition of existing structures and excavation at the site has been carried out under the previous planning approval (Stage 2). The proposed refinement to the integrated station development podium would not result in a change to the demolition waste and spoil volumes assumed for the Approved Project.</p>	No additional measures required.	Y	N	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>Indicative quantities of the main resources used during construction of the Approved Project were listed in Table 18-6 of the EIS for the Approved Project and would include:</p> <ul style="list-style-type: none"> • about 660 megawatt hours of electricity • about 130,000 kilolitres of diesel • about 945,000 tonnes of concrete • about 6,000 tonnes of rail steel and about 45,000 tonnes of other steel (including reinforcing, galvanised and structural), and • about 290,000 kilolitres of water. <p>The proposed refinement to construct the full extent of the podium under the Approved Project would result in an additional need for electricity, diesel, concrete, water and non-rail steel. Despite this, the volume of additional resources required to construct the 11-metre height increase would not be enough to significantly change the indicative amount of resources identified for the Approved Project.</p> <p>Additional waste would be managed under Section 13 of the CEMF. In accordance with Condition of Approval E129, waste generation during construction would be avoided wherever possible or alternatively recycled or recovered where possible. Waste would be classified in accordance with the EPAs <i>Waste Classification Guidelines</i> under Condition of Approval E132.</p> <p>There would be no significant change from the approved project.</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
Visual	<p>Landscape and visual impacts associated with construction at Pyrmont Station were assessed in Technical Paper 5 - Landscape and Visual Impacts of the EIS. The assessment found that during construction at the Pyrmont Station eastern site, there would be a temporary noticeable reduction in landscape amenity of Edward Street, Pyrmont Bridge Road and Union Street, resulting in a minor adverse landscape impact.</p> <p>The assessment in Technical Paper 5 of the EIS assesses Union Street, Edward Street and Pyrmont Bridge Road as being of local landscape sensitivity due to the presence of local heritage listed buildings and mature street trees. The technical paper also considers the presence of construction hoarding as part of the landscape impact assessment and identified that some construction machinery and equipment would be visible above the hoarding, resulting in a temporary minor to moderate impact to landscape character and visual amenity. The assessment also identified that temporary low social impacts would be experienced due to construction-related disruptions and potential amenity impacts.</p> <p>Whilst the proposed refinement would result in an extension to the indicative construction program for Station construction and fit-out from the Approved Project by about 18 months, this change would not result in an overall increase to the indicative construction program for the whole Approved Project and integrated station development. As such, there would be no change</p>	No additional measures required.	Y	N	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>to the overall duration of the Approved Project where construction hoarding would be in use at the site.</p> <p>The nature of the proposed works would be consistent with the approved project and as such, the construction methodology and construction site footprint would not change. The height of construction hoarding is not expected to change, and construction machinery and equipment would remain partially visible above the hoarding. There would be no additional removal of vegetation, disturbance of footpaths or changes to local activation from what was assessed in the Approved Project.</p> <p>Noting the above, it is not expected that the proposed works would result in a change to the minor adverse landscape impact and social impacts related to disruptions to construction. Landscape and visual impacts associated with construction works at the Pymont Station eastern site would continue to be managed under Section 10 of the CEMF.</p>					
Land use and property	There would be no change from the approved project.	No additional measures required.	Y	N	Y	
Hazard and risk	There would be no change from the approved project.	No additional measures required.	Y	N	Y	
Other	None	No additional measures required.	Y	N	Y	

11. Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	There would be no need for additional removal of vegetation at the Pyrmont Station eastern site as a result of the proposed refinement. In accordance with Condition of Approval E54, Sydney Metro would replace trees removed under the Approved Project and the previous Sydney Metro West stages at a ratio of 2:1 along the Sydney Metro West alignment.	No additional measures required.	Y	N	Y	
Water	No changes to the approved operational site footprint would occur as a result of the proposed refinement, and therefore, flood impacts assessed for the approved project would not change.	No additional measures required.	Y	N	Y	
Soils and contamination	There would be no change to the expected ground movement impacts or contamination risk assessed in the Approved Project as a result of the proposed refinement.	No additional measures required.	Y	N	Y	
Air quality	There would be no change to the air quality impacts assessed in the Approved Project as a result of the proposed refinement.	No additional measures required.	Y	N	Y	
Noise and vibration	Operational noise and vibration at Pyrmont Station was assessed in Section 5.10 of Technical Paper 3 of the EIS. The assessment methodology considered the indicative operational layout of the site. This included assessment of the noise and vibration impacts of the station and rail equipment including tunnel	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>ventilation shafts. The indicative location of the shafts would not change as part of this Consistency Assessment.</p> <p>The assessment from the Approved Project found that the Pymont Station eastern building and the corresponding services infrastructure would not result in any exceedances of the amenity target level criteria with the exception of minor non-compliances of the amenity target level during night-time. However, the Operational Noise and Vibration Review (ONVR) required under the Conditions of Approval requires the relevant noise criteria to be achieved during detailed design, and any exceedance of criteria would be managed through appropriate mitigation.</p> <p>The revised station podium would continue to enable provisioning of utilities and services for the station, including a paid and unpaid concourse, provisions for vertical transport to the station platform (such as lifts or escalators), and mechanical services such as air conditioning and shaft ventilation. Consistent with the assessment for the Approved Project, tunnel ventilation shafts would be provided in the southern area of the podium, within the area for station services and infrastructure fronting Pymont Bridge Road.</p> <p>Consistent with Condition of Approval E48, the operations of services would not result in an exceedance of the noise criteria from the <i>Noise Policy for Industry</i> (EPA, 2017) and vibration criteria in the <i>Assessing Vibration: a Technical</i></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><i>Guideline</i> (DECC, 2006). Where there is potential for the noise criteria to be exceeded, Sydney Metro would implement appropriate mitigation measures to achieve compliance with the noise and vibration criteria prior to the commencement of operations.</p> <p>As the primary function and uses of the station podium would remain consistent with the approved project, it is expected that proposed works would not change the airborne noise impacts from those assessed for the approved project. Overall, the station services and infrastructure proposed to operate within the podium would not be expected to increase airborne noise impacts during station operations. There would be no change to vibration impacts as a result of the proposed works.</p> <p>The Operational Noise and Vibration Review to be prepared during design development to fulfill Condition of Approval E49 confirm the mitigation measures required to manage airborne and ground-borne noise and vibration impacts from rail operations, including stations and services facilities.</p> <p>Noise and vibration impacts associated with the fit-out and use of spaces for non-station uses would be assessed under separate approval where required.</p>					
Aboriginal Culture and Heritage	There would be no change to Aboriginal heritage impacts assessed in the Approved Project as a result of the proposed refinement.	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 change d? Y/N	Endorsed	
					Y/N	Comments
Historic Heritage	<p>The Pyrmont Station eastern site is proximal to the Pyrmont Heritage Conservation Area (HCA) – SLEP 2012 Item no. C52. The Pyrmont Peninsula Place Strategy was finalised in December 2020 and included an extensive review of built form outcomes for the Pyrmont area, including building massing and heights for the Sydney Metro Pyrmont Station. New planning controls for the precinct were finalised as part of the master planning in 2022. The new controls at the Pyrmont Station eastern site allow for the construction of the new Pyrmont metro station, podium, and over station development. The surrounding heritage context was a key consideration of the new controls. The building envelope plan for the Pyrmont Station eastern site in the Strategy reflects a maximum podium envelope across the site at about 27 metres (RL 34.9 metres).</p> <p>Following determination of the Approved Project, the design of the CSSI has been developed to respond to the Strategy. As such, the indicative podium height (subject to this consistency assessment) of about 27 metres (RL 34.9 metres) is consistent with the parameters of the Strategy.</p> <p>The EIS for the Approved Project assessed potential heritage at heritage items within 25 metres of the Pyrmont Station eastern and western sites. The following local items are located within 25 metres of the Pyrmont Station</p>	No additional measures required.	Y	N	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be change d? Y/N	Endorsed	
					Y/N	Comments
	<p>eastern site and were found to have negligible to neutral permanent indirect visual impacts:</p> <ul style="list-style-type: none"> • Former New York Hotel (SLEP 2012 Item no. I1275) – negligible impact • Former Warehouse ‘Bank of NSW Stores’ (SLEP 2012 Item no. I1256) – negligible impact • Corner Shop and Residence ‘Charmelu’ (SLEP 2012 Item no. I1213) – negligible impact • Terrace Group (SLEP 2012 Item no. I1274) – neutral impact • Pymont Bridge Road Hotel (SLEP 2012 Item no. I1255) – negligible impact. <p>The indicative podium height of about 27 metres above Union Street (equating to the full podium height) would be unlikely to result in any additional permanent indirect visual impacts to the previously assessed non-Aboriginal heritage items at the Pymont Station eastern site.</p> <p>It is therefore expected that the proposed indicative change to the height of station infrastructure within the podium would not exceed a neutral to negligible indirect visual impact. Permanent indirect visual impacts to heritage items at Pymont would continue to be managed under EIS-NAH2 to ensure that design for aboveground station elements, public domain areas and landscaping works respond to the appropriate heritage guidelines to minimise</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
	indirect visual impacts. Potential visual impacts from the design of the over station development would be assessed under the separate SSDA.					
Community and socio-economic	<p>The proposed refinement to the indicative podium height would result in a benefit to the local amenity during operations. The revised podium would provide larger space for ground floor active frontages along Union Street and would contribute to achieving the strategic objective of enhancing the role of the Street as an active public space.</p> <p>Bringing the full extent of the podium into the CSSI scope would enable a cohesive design outcome throughout the whole podium and would enhance the opportunity for the development to be designed in a way that is cognisant of the surrounding heritage context of the neighbourhood.</p>	No additional measures required.	Y	N	Y	
Traffic and transport	There would be no change from the approved project.	No additional measures required.	Y	N	Y	
Waste and resource management	There would be no change to the expected levels of waste generated during operations assessed in the Approved Project as a result of the proposed refinement.	No additional measures required.	Y	N	Y	
Visual	Whilst the Approved Project relates specifically to CSSI aspects of Sydney Metro West, a high-level conceptual vision of the full podium and OSD was shown in Figure 10-4 of Appendix B (Revised Proposal Description) of the RtS to give stakeholders and the community transparency on	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 operational objective for the site. The Figure, (also shown in Figure 1 of Appendix B of this Consistency Assessment) established that there would be an integrated station development at this location which included future additions to the indicative height of the podium. As described throughout this assessment, design development following determination of the Approved Project has confirmed that additional space within the podium is required to accommodate for station and services infrastructure.</p> <p>Section 11.2.3 of Technical Paper 5 of the EIS for the Approved Project includes an assessment of the Pymont Peninsula Place Strategy in respect of planning controls for the eastern site. Potential building heights and massing were considered as part of the Strategy. The strategy measured the podium to an RL 34.9 metres which is consistent with the indicative podium height of about 27 metres as proposed in this Consistency Assessment.</p> <p>Two residential apartment buildings are located directly south of the Pymont Station eastern site at 1-5 Hardwood Road and 17 Pymont Bridge Road. The Approved Project considered potential impacts from overshadowing on existing adjacent residential properties and public domain areas identified for solar access protection. As described in Section 2 of this Consistency Assessment, station services and infrastructure would be located within the western portion of the podium. Tunnel ventilation shafts would be</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>placed within the south-western area of the podium, along the frontage of Pyrmont Bridge Road, adjacent to both residential buildings. From this location, it would be unlikely that adjacent apartments would experience a reduction in privacy as the extent of the tunnel ventilation shaft and machinery would likely obstruct views from within the south-western areas of the podium, towards Pyrmont Bridge Road. Furthermore, final design of the podium façade would investigate opportunities to mitigate intrusion on the privacy of neighbouring residential buildings through design.</p> <p>The EIS assessed the baseline conditions at Pyrmont station and found there to be some shadows from existing buildings cast to the public domain areas to the west, the south and the east of the Pyrmont Station eastern site.</p> <p>The EIS found that properties to the west and east of the eastern site would not experience any overshadowing effect that would reduce access to sunlight as a result of the construction and operation of Pyrmont Station. To the south of the site, along Pyrmont Bridge Road, the residences to the east of the site would maintain access to sunlight during mid-winter. The apartment building at 1-5 Hardwood Road, Pyrmont was found to be impacted by overshadowing from Pyrmont Station eastern site, resulting in no sunlight being cast on the eastern end of the façade during mid-winter, affecting a small number of north facing units. This impact was</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 change d? Y/N	Endorsed	
					Y/N	Comments
	<p>considered to result in a minor adverse landscape impact.</p> <p>A Solar Analysis Study has been undertaken by Walsh Architects to support the SSDA for the Pymont Station Over Station Development. The Study assesses the shadowing impacts associated with the full podium and over station development. The assessment considered the indicative extent of the podium up to about 27 metres (consistent with the height identified in this Consistency Assessment), as well as the proposed over station development up to 110 metres in height (RL 120 metres) on neighbouring properties against the Apartment Design Guideline (ADG) (DPE, 2015) to ensure compliance for solar access. The assessment found that around four floors of north facing adjacent residential receivers on Pymont Bridge Road may experience some shadowing from the podium between around 12pm and 3pm in mid-winter. However, construction of the whole podium up to about 27 metres would not result in any non-compliances of the ADG at any neighbouring buildings. The City of Sydney <i>Draft Minimising overshadowing of neighbouring apartments guideline</i> (CoS, 2020) explains how the ADG solar access objectives, design criteria and guidance required under the State Environmental Planning Policy 65 (SEPP 65) and the ADG are applied when assessing potential shadowing impacts of neighbouring apartments. Walsh Architects identified in the Solar Analysis</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
	Study that the design criteria for solar access in the ADG are discretionary controls which under Clause 6A of SEPP 65, take precedence over controls contained in local Councils' Development Control Plans (DCP). Noting this, the Solar Analysis Study assessed that the proposed refinement to the podium height for compliance with the ADG and the City of Sydney Development Control Plan (DCP). The Study found that the proposed refined podium height of about 27 metres would achieve compliance with both the ADG and DCP.					
Land use and property	<p>There would be no change to the operational area from the approved project.</p> <p>The revised podium would deliver operational land use efficiencies. The proposed layout of station services and facilities would enable better integration with the proposed residential tower by providing essential spaces for lift services and residential amenities while still safeguarding important spaces for station and services infrastructure.</p> <p>Reallocation of spaces for station and non-station uses unlocks greater space within the podium for ground-floor retail. This helps realise the vision for the Pymont Station metro precinct as a mixed-use destination and contributes to achieving the strategic vision of Union Street as a thriving public place and active transport link.</p>	No additional measures required.	Y	N	Y	
Hazard and risk	There would be 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
Other	None	No additional measures required	Y	N	Y	

12. Consistency with the Approved Project

Question	Response
Is the project (including the refinement) consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Is the project (including the refinement) consistent with the objectives and functions of elements of the Approved Project?	Yes. The proposed works would be consistent with the objectives and functions of the approved project, including the delivery of all station infrastructure and services to enable the operation of the Metro West line and the provisioning for future integrated and/or precinct developments. The proposed refinement to the indicative podium height would not alter Sydney Metro's commitment to delivering a future integrated station development at Pyrmont.
Are the environmental impacts of the proposed refinement consistent with the impacts of the approved project?	<p>Yes, the environmental impacts of the proposed refinement are consistent with the impacts of the Approved Project. There would be no change to the level existing environmental impacts identified as a result of the Approved Project however there would be an increase to the duration of some impacts as a result of the proposed refinement.</p> <p>The EIS and RtS for the Approved Project indicated that there would be future additions to the podium as part of a future planning application which indicated that there would be additional construction occurring at the site, including for future additions to the podium. Assessing the construction of the whole podium into the CSSI would result in an increase to some of the construction timeframes assumed for the Approved Project, however, would not result in an increase to the overall duration of construction at the site and would not change the overall duration of the Approved Project.</p>
Are there any new environmental impacts as a result of the proposed works/project changes?	There would be no new environmental impacts as a result of the proposed refinement.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed refinement 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. As the level of impacts associated with the proposed works would not change, the impacts of the proposed works can be managed so as to avoid an adverse impact. Where impacts may be experienced for longer periods than assumed for the Approved Project, the relevant Condition of Approval or Environmental Mitigation Measure would continue to be implemented to mitigate impacts.
Would any Conditions of Approval be required to be changed as a result of the proposed refinement (having regard to the above assessment)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the proposed refinement/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:	None.
--	-------

14. Recommendation

Based on the above impact assessment, and with reference to the Environmental Impact Assessment including the conditions of approval, it is recommended that:

Tick relevant box	
The proposed refinement has negligible or more than negligible impacts on the environment or community however is consistent with the Approval, including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval).	X
The proposed refinement is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application.	
The proposed refinement 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:	Charlotte Brogan	Signature:	<i>Charlotte Brogan</i>
Title:	Manager Planning Approvals		
Company:	Sydney Metro	Date:	26/02/2024

Assessment Supporting Signature

Application supported and submitted by

Name:	Jessie Strange	Date:	27/02/24
Title:	Senior Manager Planning Approvals	Comments:	
Signature:	<i>Jessie Strange</i>		


Assessment Endorsement

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

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

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

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

Endorsed by			
Name:	Ben Armstrong	Date:	1 March 2024
Title:	Director, Project ESP West	Comments:	
Signature:			

Appendix A – Indicative layout and key design elements – Pyrmont Station

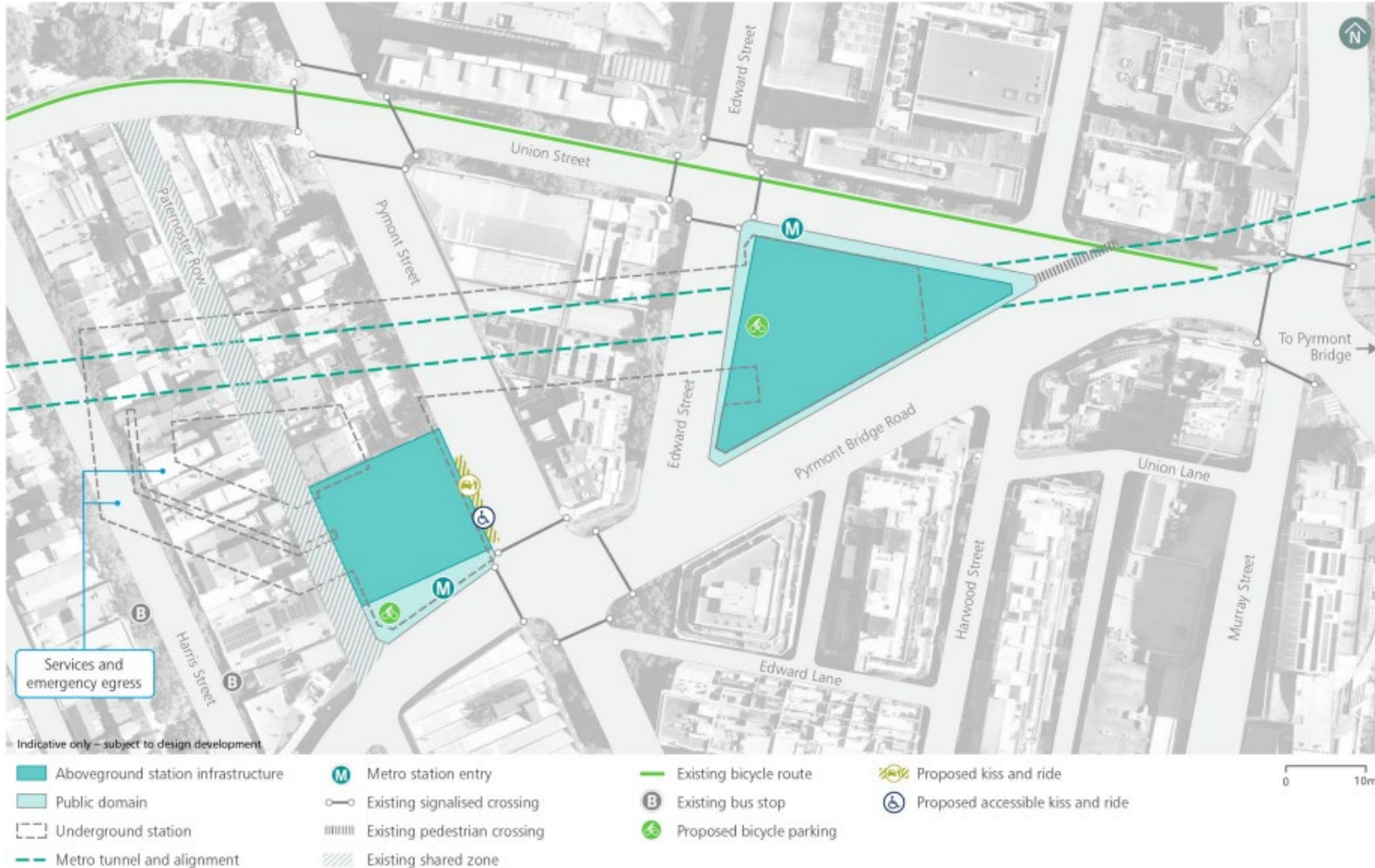


Figure 1 - Indicative layout and key design elements – Approved Project

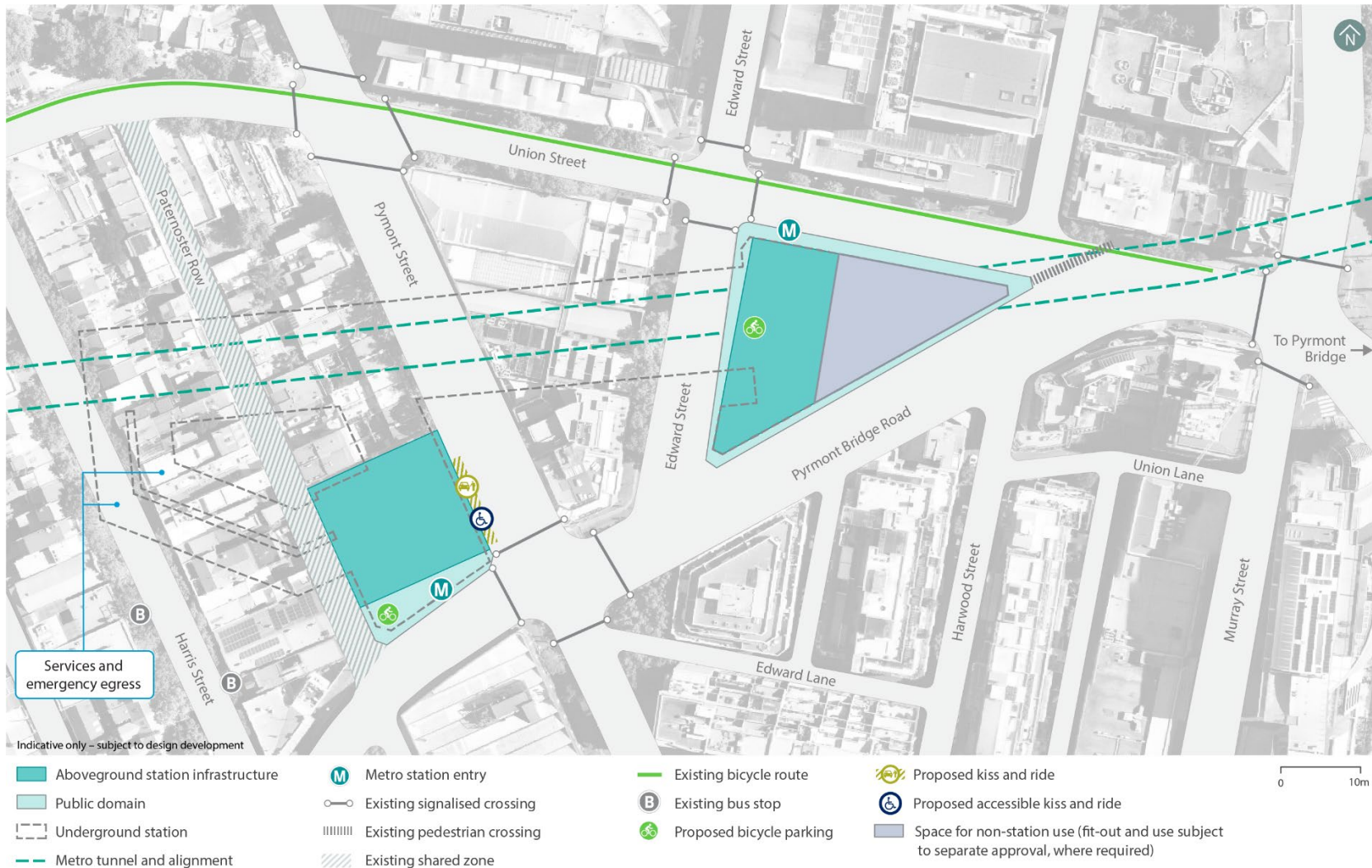


Figure 2 - Indicative layout and key design elements – Proposed change

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Appendix B – Potential over station development extent – Pyrmont Station

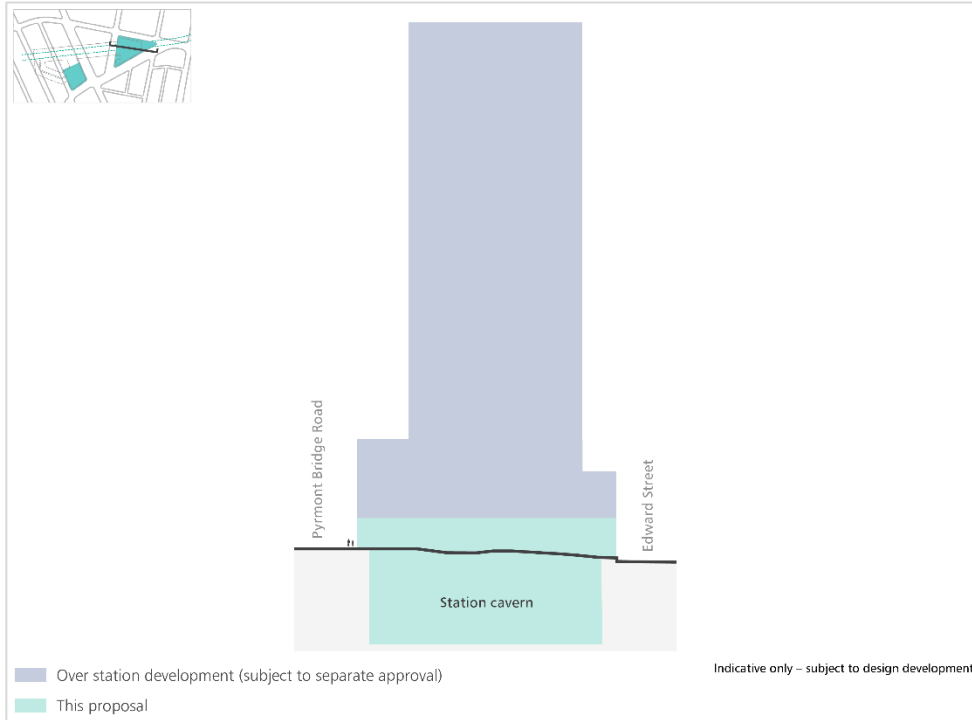


Figure 3 - Potential over station development extent - Approved Project

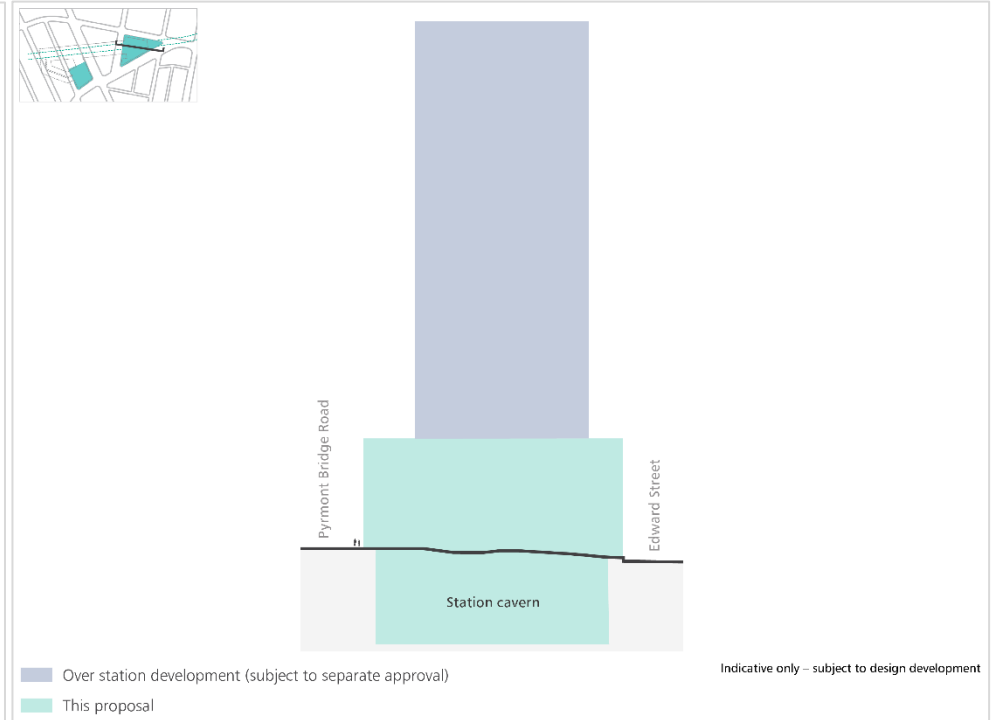


Figure 4 - Potential over station development extent - Proposed change

Appendix C – Indicative cross-sections – Pyrmont Station



Figure 5 - Indicative cross-sections - Approved Project



Figure 6 - Indicative cross-sections - Proposed change

