



11 November 2022

Attn: Glenn Snow
Director Transport Assessments
NSW Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear Glenn,

Sydney Metro request a modification to Conditions D26 and D122 of the Sydney Metro West Westmead to The Bays and Sydney CBD (Concept and Stage 1) project approval (SSI_10038) in accordance with the requirements of section 5.25 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

For each condition listed in the table attached (Table 1) there is the:

- Condition number and copy of original condition
- Proposed modification to the condition
- Justification for the proposed modification.

Recommended new text is provided in red and recommended removed text is provided in red and is struck out.

Please do not hesitate to contact Jessie Strange, Manager Planning Approvals, on 0420 552 421 if you have any questions.

Yours sincerely

Carolyn Riley
Director, Environment, Sustainability and Planning
Customer, Operations and Outcomes
Sydney Metro

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Table 1: Request for Modification

CoA	Condition of Approval	Proposed revised wording	Justification for proposed modification to conditions
D26	The revised Archaeological Research Design and Excavation Methodology(s) must include provision for early physical investigation of areas of impact identified as likely to contain State significant archaeology or subterranean Heritage items in the research design to inform excavation in these areas. This must include the Parramatta and The Bays metro station sites, including Parramatta Convict Drain, Parramatta Sand Body, White Bay Power Station (inlet) Canal and Beattie Street Stormwater Channel.	The revised Archaeological Research Design and Excavation Methodology(s) must include provision for early physical investigation of areas of impact identified as likely to contain State significant archaeology or subterranean Heritage items in the research design to inform excavation in these areas. This must include the Parramatta and The Bays metro station sites, including Parramatta Convict Drain, Parramatta Sand Body, White Bay Power Station (intet outlet) Canal and Beattie Street Stormwater Channel.	<p>The White Bay Power Station (inlet canal) (Port Authority of NSW s170 4560062) is incorrectly identified in the</p> <ul style="list-style-type: none"> Westmead to The Bays and Sydney CBD. Concept and Stage 1. Environmental Impact Statement including Technical Paper 3: Non-Aboriginal Heritage, Artefact 2020. Appendix F Response to Submissions Non-Aboriginal Archaeological Research Design, Artefact 2020 Sydney Metro West Power Enabling Works, The Bays Construction Site, Revised Historical Archaeological Research Design & Excavation Methodology, GML 2021. Sydney Metro West – Power Enabling Works Rozelle – Position Paper on the White Bay Power Station Circulating Water System, GML 2021 Sydney Metro West Power Enabling Works Rozelle – White Bay Power Station Circulating Water System – Heritage Impact Statement, GML 2021 Sydney Metro West, The Bays Power Enabling Works – Archaeological Assessment of New Conduit Alignment, GML 2022 Sydney Metro West Power Enabling Works, The Bays Station Construction Site, Historical Archaeological Test Excavation Report, GML 2022 Sydney Metro West, The Bays Power Enabling Works – Revised Inlet Canal Impact Assessment, GML 2022

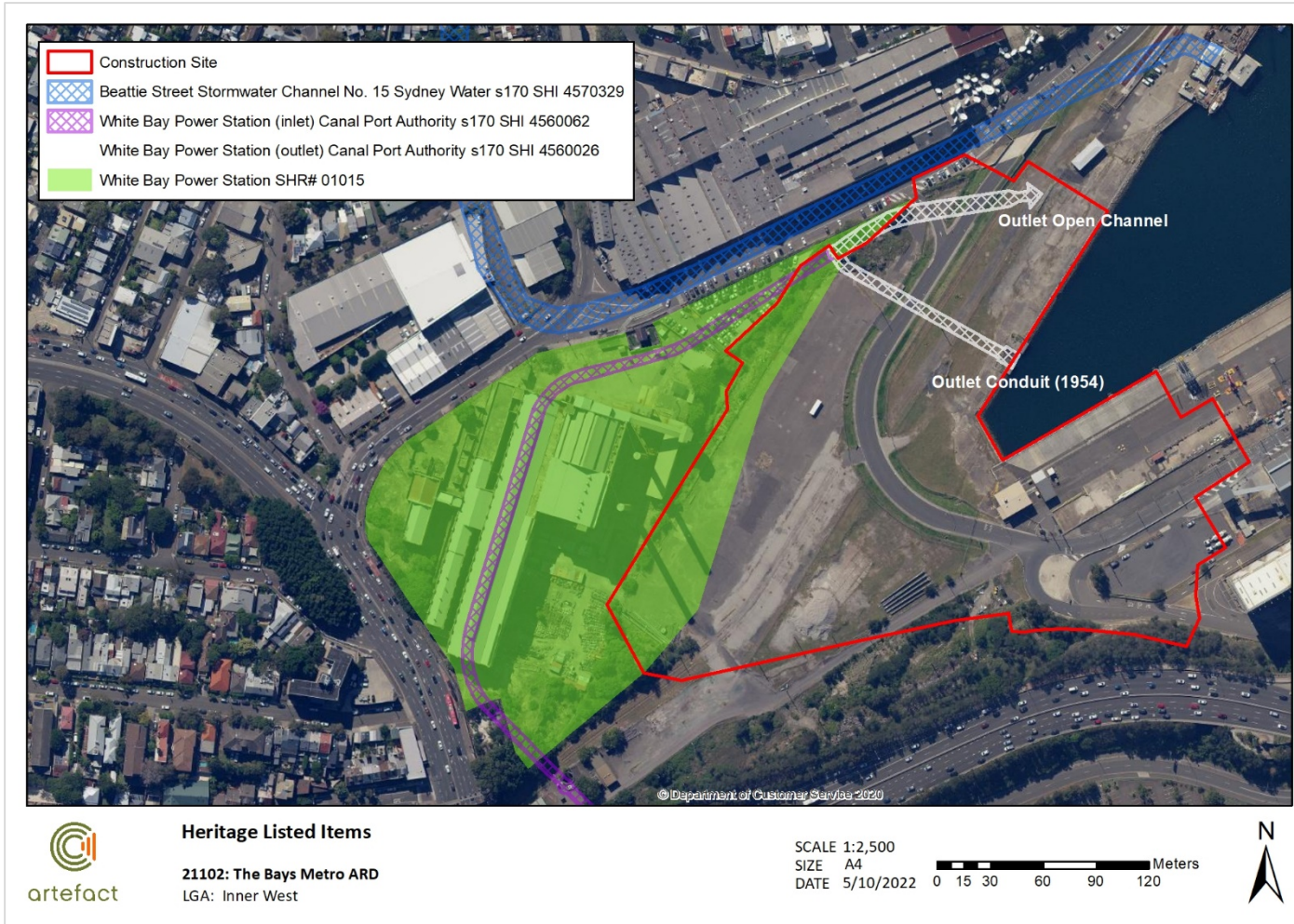
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CoA	Condition of Approval	Proposed revised wording	Justification for proposed modification to conditions
			<ul style="list-style-type: none"> Sydney Metro West, Power Enabling Works, The Bays Station Construction Site, Historical Archaeological Excavation Report, GML 2022 <p>In these documents listed above, references to the inlet canal should have referred to the White Bay Power Station (outlet canal) (Port Authority of NSW s170 4560026).</p> <p>This referencing error has been corrected in the revised archaeological research design and excavation methodology for The Bays required under Condition D25. This error was also acknowledged as a minor clarification in the Response to Submissions Report (RTS) with further significance and impact assessment being undertaken on the inlet and outlet canals. Attachment A shows the correctly identified inlet and outlet canals as included in the archaeological research design and excavation methodology for The Bays.</p> <p>The inlet and outlet canal are also correctly identified and assessed in the Environmental Impact Statement (EIS) for Sydney Metro West project Rail infrastructure, stations, precincts and operations (SSI-22765520).</p> <p>Condition D26 specifies the requirement for early physical investigation of the inlet canal; however, the intent of this condition requires the early physical investigation of the outlet canal. Sydney Metro recommend updating this condition to refer to the outlet canal to reflect the correct intent of this Condition.</p>
D122	The Proponent must submit a revised Groundwater Modelling Report in association with Stage 1 of the CSSI to the Planning Secretary for information before bulk excavation at the relevant construction location. The Groundwater Modelling Report must include:	The Proponent must submit a revised Groundwater Modelling Report in association with Stage 1 of the CSSI to the Planning Secretary for information before bulk excavation at the relevant construction location. The Groundwater Modelling Report must include:	<p>The proposed change removes the requirement for assessment of the potential impacts of 'latter stages' of the CSSI so that the condition is focused on the scope of work covered by the approval.</p> <p>The instrument of approval covers the major civil construction works from Westmead to The Bays (Stage 1</p>

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	<p>a) for each construction site where excavation will be undertaken, cumulative (additive) impacts from nearby developments, parallel transport projects and nearby excavation associated with the CSSI;</p> <p>b) predicted incidental groundwater take (dewatering) including cumulative project effects;</p> <p>c) potential impacts for all latter stages of the CSSI or detail and demonstrate why these later stages of the CSSI will not have lasting impacts to the groundwater system, ongoing groundwater incidental take and groundwater level drawdown effects;</p> <p>d) actions required after Stage 1 to minimise the risk of inflows (including in the event latter stages of the CSSI are delayed or do not progress) and a strategy for accounting for any water taken beyond the life of the operation of the CSSI;</p> <p>e) saltwater intrusion modelling analysis, from estuarine and saline groundwater in shale, into The Bays metro station site and other relevant metro station sties; and</p> <p>f) a schematic of the conceptual hydrogeological model.</p>	<p>a) for each construction site where excavation will be undertaken, cumulative (additive) impacts from nearby developments, parallel transport projects and nearby excavation associated with the CSSI;</p> <p>b) predicted incidental groundwater take (dewatering) including cumulative project effects;</p> <p>c) potential impacts for all latter stages of the CSSI or detail and demonstrate why these later stages of the CSSI will not have lasting impacts to the groundwater system, ongoing groundwater incidental take and groundwater level drawdown effects;</p> <p>d) actions required after Stage 1 to minimise the risk of inflows fincluding in the event latter stages of the CSSI are delayed or do not progress) and a strategy for accounting for any water taken beyond the life of the operation of the CSSI;</p> <p>e) saltwater intrusion modelling analysis, from estuarine and saline groundwater in shale, into The Bays metro station site and other relevant metro station sties; and</p> <p>f) a schematic of the conceptual hydrogeological model.</p>	<p>of the Sydney Metro West planning application process). The reference to latter stages of the CSSI relates to future planning applications for the project which are outside of the scope of the Stage 1 planning approval. Strategies for water taken beyond the life of the CSSI is also not associated with the tunnelling works as part of the Stage 1 planning approval.</p> <p>Groundwater impacts associated with latter stages of the CSSI were assessed in the Environmental Impact Statements for Sydney Metro West The Bays to Sydney CBD (Stage 2) (SSI-19238057) and Sydney Metro West Rail infrastructure, stations, precincts and operations (Stage 3) (SSI-22765520). The equivalent condition for the Stage 2 (SSI-19238057) approval (Condition D101) does not refer to latter stages of the CSSI.</p> <p>Sydney Metro therefore request this condition is modified to remove references to latter stages of the CSSI and be consistent with Condition D101 of the Stage 2 approval.</p>

Attachment A – Heritage Listed Items (Outlet and Inlet Canal) identified in The Bays Metro Archaeological Research Design



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