

Modification of Infrastructure Approval

Section 5.25 of the *Environmental Planning & Assessment Act 1979*

As delegate of the Minister for Planning, I approve the modification of the State significant infrastructure approval referred to in Schedule 1, subject to the conditions in Schedule 2.



Mary Garland
Acting Director
Transport Assessments

Sydney

23 December 2022

SCHEDULE 1

Infrastructure Approval:

SSI 10038 granted by the Minister for Planning on 11 March 2021

For the following:

Development of the Sydney Metro West project comprising:

- new passenger rail infrastructure between Westmead and the central business district (CBD) of Sydney, including:
 - tunnels, stations (including surrounding areas) and associated rail facilities, and
 - stabling and maintenance facilities (including associated underground and overground connections to tunnels), and
- modification of existing rail infrastructure (including stations and surrounding areas), and
- ancillary development.

The development does not include the following:

- surveys, test drilling, test excavations, geotechnical or contamination investigations or other tests, surveys, sampling or investigation for the purposes of the design or assessment of the Sydney Metro West project, and
- the relocation or upgrade of existing roads, intersections or parking areas that:
 - is carried out on land identified as being within the Bays Precinct Site on the State Significant Development Sites Map of the *State Environmental Planning Policy (State and Regional Development) 2011*, and

- is the subject of a determination under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Modification:

This modification includes amendments to conditions:

- condition D26 to correct the naming of a State heritage item; and
- condition D122 to delete the need for the updated groundwater modelling report to consider future stages of the project.

SCHEDULE 2

Note: Words that have been deleted are shown as: ~~deleted~~
Words that have been added are shown as: added

1. Amend condition A1 as follows

A1. The Proponent must carry out Stage 1 of the CSSI in accordance with the conditions of this approval and generally in accordance with the:

- (a) *Sydney Metro West – Westmead to The Bays and Sydney CBD Environmental Impact Statement* dated 15 April 2020;
- (b) *Sydney Metro West – Westmead to The Bays and Sydney CBD Submissions Report* dated 20 November 2020;
- (c) *Sydney Metro West – Westmead to The Bays and Sydney CBD Amendment Report* dated 20 November 2020.;
- (d) *Sydney Metro West – Westmead to The Bays and Sydney CBD Modification Request Letter* dated 21 June 2021;
- (e) *Sydney Metro West – Clyde stabling and maintenance facility Modification Report* dated November 2021; and
- (f) *Sydney Metro West – Concept and Stage 1 – Modification 2 Clyde stabling and maintenance facility (SSI-10038-Mod-2): Response to submissions* dated 21 March 2022; ~~and~~
- (g) *Sydney Metro West – Concept and Stage 1 – Modification 3 Administrative Mod* dated May 2022.; and
- (h) *Sydney Metro West – Concept and Stage 1 – Modification 4 Administrative Mod* dated 11 November 2022

2. Amend condition D26 as follows:

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/outlet~~) Canal and Beattie Street Stormwater Channel.

3. Amend condition D122 as follows:

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:

- (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;
- (b) predicted incidental groundwater take (dewatering) including cumulative project effects
- (c) potential impacts ~~for all later 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;
- (d) actions required after Stage 1 to minimise the risk of inflows (~~including in the event later 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~~;
- (e) saltwater intrusion modelling analysis, from estuarine and saline groundwater in shale, into The Bays metro station site and other relevant metro station sites; and
- (f) a schematic of the conceptual hydrogeological model.