

Notice of decision

Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

Application type	State significant infrastructure
Application number and project name	SSI-22765520 Sydney Metro West - Rail infrastructure, stations, precincts and operations
Applicant	Sydney Metro
Consent Authority	Minister for Planning

Decision

The Minister for Planning has, under section 5.19 of the *Environmental Planning and Assessment Act 1979* (the Act) approved the infrastructure application subject to conditions.

A copy of the infrastructure approval and conditions is available [here](#).

A copy of the Planning Secretary's assessment report is available [here](#).

Date of decision

 January 2023

Reasons for decision

The following matters were taken into consideration in making this decision:

- the matters listed in the statutory context section of the Planning Secretary's Assessment Report
- the objects of the Act
- all information submitted to the Department during the assessment of the application
- the findings and recommendations in the Planning Secretary's Assessment Report
- the views of the community about the project (see **Attachment 1**).

The key reasons for approving the application are as follows:

- the proposal forms part of the Metro West project which would:
 - provide a direct, fast, reliable and frequent connection between Parramatta, Sydney's Central River City, and Sydney's Eastern Harbour City
 - have capacity to run a metro train every two minutes in each direction
 - relieve congestion on Sydney Train's T1 Western Line, T9 Northern Line, and T2 Inner West and Leppington Line
 - double the existing rail capacity between Parramatta and the Sydney CBD
- the proposal forms part of the Metro West proposal which has been endorsed by the NSW Government by being a key component of:
 - *2020 Infrastructure Priority List*
 - *Future Transport Strategy 2056*
 - *Staying Ahead: NSW State Infrastructure Strategy 2022-2042*
 - *A Metropolis of Three Cities – the Greater Sydney Region Plan*
 - *Central City District Plan*
 - *Eastern City District Plan*
 - *Sydney Centre Access 2018*
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards
- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through the Proponent's response to submissions and environmental management commitments, and the recommended conditions of approval; and
- weighing all relevant considerations, the proposal is in the public interest.

Attachment 1 – Consideration of Community Views

The Environmental Impact Statement was publicly exhibited from 23 March 2022 to 4 May 2022 (a total of 43 days) on the Major Projects website. During the exhibition period, the Department received 70 unique submissions and advice from 11 NSW Government agencies. Of the unique submissions 7 submissions were from local councils, 15 were from special interest groups and organisations, and 48 were from members of the community.

The Department also undertook the following consultation activities:

- site visits during the EIS exhibition and assessment process
- meetings with local councils and government agencies.

The key issues raised by the community and considered in the Planning Secretary's Assessment Report and by the decision maker include urban design and place making; traffic, transport and access; parking; noise and vibration; non-Aboriginal heritage; connectivity; amenity; and social and business impacts. Other issues are detailed in the Planning Secretary's Assessment Report.

<i>Issue</i>	<i>Consideration</i>
<p><i>Urban design and placemaking</i></p> <ul style="list-style-type: none"> • concern about visual impact of construction on streetscape • lighting required for night-time construction • lack of detail on built form of above station development • activation of street frontages and reduction of podium and tower heights at Pymont • consideration of an additional southern pedestrian entrance at Westmead • retention and activation of the existing tunnel connecting Wynyard Station to Hunter Street metro station • opportunities for ground floor retail activation at Five Dock • wayfinding to guide passengers from the Sydney Olympic Park Station to the Sydney Olympic Park metro station • overhead concourse at North Strathfield should be the main entry to the station • North Strathfield station should be moved further north • concern that the final master plan has not been released for The Bays • concern that future placemaking will not consider the strategic plans currently being developed for Sydney Olympic Park • concern that North Strathfield will lose its character 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • public domain improvements would be undertaken at each metro station to enable integration with other transport modes (including existing pedestrian and cyclist networks), improving accessibility and delivering connections into and out of each precinct. • metro stations would create a new, contemporary architectural focal point with improvements to the public domain, streetscapes and landscaping and realise opportunities for the creation of vibrant and activated streets and public spaces • the proposal includes a comprehensive design approach that prioritises movement and place outcomes with specific principles for designing the interface between metro stations and their immediate surrounds. It builds on the approach to place and movement provided in previous stages of Sydney Metro West (SSI 10038 and SSI 19238057) in the form of the Sydney Metro West – Station and Precinct Design Guidelines (the Design Guidelines) • the Design Guidelines provide a pathway to engage with the range of stakeholders and set good place outcomes. A comprehensive and iterative approach to design, based on project specific guidelines, consultation, and review by a design review panel, would be adopted to achieve design excellence • proposed aboveground development at station precincts would align with current masterplans and place strategies, not limited to the Parramatta Corridor Urban Transformation Strategy (PRCUTS) (NSW Government, 2016), the Bays West Place Strategy (DPIE, 2021) and associated Bays West Stage 1 draft Masterplan (DPE, 2022) • while the presence of metro stations would result in changes to the existing landscape character, the proposed stations and related aboveground development would be consistent with planned zoning changes, and provide improved accessibility for increased future residential and employment populations in these areas. However, impacts due to the change in scale or intensity relative to the development which it would replace are likely consequences at North Strathfield, Five Dock and The Bays • other matters raised have been adequately addressed in the Response to Submissions Report or are not within the scope of the application. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> • The Department has recommended conditions that require Interchange Access Plans for each metro station precinct, to consider a catchment up to 200 metres from each station entry. The plans would consider connections to existing networks, expected demand from land use change and known future development, and highlight additional active transport requirements to service the metro precinct. This would inform the final design of transport, access and service facilities including footpaths, cycleways, passenger facilities, parking, traffic and road changes and the integration of the public domain and transport initiatives around each metro station.

<i>Issue</i>	<i>Consideration</i>
<p><i>Traffic, transport and access</i></p> <ul style="list-style-type: none"> maintaining access for emergency vehicles during construction traffic management and pedestrian safety during construction and operation additional kiss and ride spaces needed around metro stations reduced speed limits around metro station precincts 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> construction impacts to the active and public transport network vary throughout the project corridor. Implementation of driver behaviour measures would minimise construction traffic impacts on residential amenity the proposed Construction Traffic Management Framework provides the overall strategy and approach for construction traffic management and establishes traffic management processes and traffic control techniques, adjustments to traffic signals, establishment of signage, and traffic calming measures near construction sites vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist access and safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals, modifications to existing signals or, on occasion, police presence significant increases in pedestrian movements during metro operations and other road network changes could lead to reduced intersection performance in key locations <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> traffic impacts can be managed by implementing the Proponent's committed management measures and recommended conditions including the requirement for site specific Construction Traffic Management Plans to be prepared and pedestrian and cycle movement plans the Department has recommended an Operational Traffic Review be undertaken which requires monitoring traffic on local roads around each metro station for 12 months before and for no less than 12 months after the commencement of operation, to ensure that the project does not cause unacceptable traffic intrusion on local roads the Department has recommended conditions minimising queuing and idling on all roads; prohibiting the carrying out of construction vehicle marshalling near sensitive land uses; and prohibiting the blocking or disrupting of access to pedestrian or shared user paths the Department has recommended conditions for Interchange Access Plans for each metro station precinct supported by traffic and transport analysis. These plans would be independently reviewed and inform the final design of transport facilities around each metro station
<p><i>Parking</i></p> <ul style="list-style-type: none"> dedicated parking facilities required for users of the line concerns about parking loss concern that existing parking would be taken up by construction workers 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> temporary parking loss from Stages 1 and 2 would continue through Stage 3. Reduced parking options would be exacerbated by increased demand from the construction workforce. Temporary parking impacts during construction would be managed through the implementation of a Construction Parking and Access Strategy permanent parking loss would occur in the vicinity of most metro stations. Management measures would be developed in consultation with businesses and relevant councils to address permanent loss of parking the Department considers that impacts of parking removal along Robert Street at Rozelle requires further investigation to ensure that local businesses are able to continue operating with the final parking volume and configuration other matters raised have been adequately addressed in the Response to Submissions Report or are not within the scope of this application. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> a Construction Parking and Access Strategy would be required to be prepared for the approval of the Planning Secretary to identify impacts resulting from on-street parking changes during construction and provide site-specific measures to mitigate them at Rozelle, the Department has recommended conditions for the Proponent to engage with impacted businesses and government stakeholders, to identify their access and parking requirements. If the final configuration of Robert Street does not provide the on-street operational parking requirements, the Proponent must commit to and implement mitigation measures to address the parking shortfall.

<i>Issue</i>	<i>Consideration</i>
<p><i>Noise and vibration</i></p> <ul style="list-style-type: none"> operational noise and vibration impacts associated with track selection requests for greater minimum tunnel depths to reduce operational noise and vibration risk of structural damage on neighbouring property construction noise and vibration impacts cumulative noise impacts of construction and operational phases due to multiple concurrent projects 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> construction noise and vibration impacts are comparable with other major infrastructure projects in urban areas, and are proposed to be managed in accordance with the Sydney Metro Construction Noise and Vibration Strategy cumulative impacts of consecutive construction stages over eight years requires consideration of additional measures to address long term adverse noise impacts and construction fatigue. Cumulative, and out of hours noise impacts, will continue into Stage 3, including potential sleep disturbance during construction activities. Management commitments for cumulative impacts include cross project consultation and coordination with various stakeholders to identify key potential conflict points, provide regular updates, and develop mitigation strategies to manage conflict extended daytime construction hours are consistent with other metro rail approvals and are considered appropriate to provide an incentive to avoid out of hours work where possible. Certain work is permitted out of approved construction hours provided it meets specified outcomes, is approved under an Environment Protection Licence, or is permitted on a case-by-case basis, following the procedures established in an out of hours work protocol further investigation of suitable track forms would be undertaken to control train-induced ground borne noise and vibration impacts from the operation of the underground tunnels structural assessments of buildings, and refinement of construction methods, would be undertaken to identify appropriate limits, and vibration monitoring undertaken when construction commences other matters raised have been adequately addressed in the Submissions Report. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> the Department has recommended conditions in relation to: <ul style="list-style-type: none"> at-property treatment and additional noise and vibration mitigation and management, including short- or long-term alternative accommodation where warranted clear communication with the community of respite periods, and for community input into how respite is implemented cumulative noise management and mitigation and out of hours work acoustic sheds to be constructed and operated to minimise noise emissions criteria for the final track form to be defined during detailed design.
<p><i>Connectivity</i></p> <ul style="list-style-type: none"> need to consider the transport links between existing routes need to improve connections between Hunter Street metro station and Wynyard Station, Barangaroo metro station and Martin Place Station the construction of underground concourses connecting Wynyard Station and Hunter Street metro station, Parramatta Station and Parramatta metro station and Pymont metro station and the Fish Market light rail stop needed consider connectivity to the Inner West Light Rail and open spaces of Rozelle Railyards at The Bays direct access to McDonald College at North Strathfield Station should be maintained 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> new cycling and pedestrian facilities would enhance accessibility and connectivity other matters raised have been adequately addressed in the Submissions Report or are not within the scope of this application. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> the Department has recommended conditions that require Interchange Access Plans for each metro station precinct to consider a catchment up to 200 metres from each station entry. plans would consider connections to existing networks, expected demand from land use change and known future development, and highlight additional active transport requirements to service the metro precinct. This would inform the final design of transport, access and service facilities including footpaths, cycleways, passenger facilities, parking, traffic and road changes, and the integration of the public domain and transport initiatives around each metro station.

<i>Issue</i>	<i>Consideration</i>
<p><i>Amenity</i></p> <ul style="list-style-type: none"> improve and increase active transport infrastructure prioritisation of active transport with the provision of additional links and infrastructure 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> permanent active transport facilities provided as part of the proposal must be designed following consultation with relevant stakeholders and have regard to the NSW Movement and Place Framework and relevant guidance documents the Department supports the adopted modal access hierarchy which prioritises active transport around metro station precincts and the interchange arrangements with other travel modes such as Parramatta Light Rail, Sydney Trains and buses the proposal would provide improved transport interchange, increased active transport connections and infrastructure to and from metro stations and at Rosehill <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> the Department has recommended conditions that require Interchange Access Plans for each metro station precinct. The plans would consider connections to existing networks and highlight additional active transport requirements to service the metro precinct. This would inform the final design of transport, access and service facilities including footpaths, cycleways, passenger facilities and the integration of the public domain and transport initiatives around each metro station the Department has recommended a condition for an audit of bicycle patronage and the adequacy of bicycle parking at metro stations to be conducted 12 months following operation in consultation with relevant stakeholders with regard to Rosehill, the Department has recommended a condition for the temporary pedestrian access to be designed as a permanent access in consultation with the Australian Turf Club and the relevant council(s) and implemented before the commencement of operations
<p><i>Non-Aboriginal heritage</i></p> <ul style="list-style-type: none"> preservation of cultural and built heritage detrimental impacts on the streetscape and heritage dwellings on Burton Street, Concord detrimental impacts on the curtilage of White Bay Power Station (WBPS) 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> the proposal is expected to avoid most direct and indirect impacts to heritage items and matters of heritage significance additional excavation is required at The Bays and Parramatta for the proposal, although less than the excavation for Stages 1 and 2. The Proponent has committed to ongoing consultation with Heritage NSW on detailed design. This includes heritage input into the Station Design Precinct Plans and expert advice to the Design Review Panel. detailed design of The Bays station facilities, substation and Stage 3 construction may impact the State-significant WBPS, its curtilage and view lines or the nearby canals. The Bays metro station precinct is designed so that encroachment on the heritage curtilage of the WBPS is limited, views of parts of WBPS are not obstructed from the south or from ANZAC Bridge, and the inlet or outlet canals are not physically impacted by excavation. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> the Department has recommended a condition for the implementation of an unexpected heritage finds procedure to ensure impacts to archaeology are minimised and for the finalisation of a Heritage Interpretation Plan. The Plan identifies initiatives to document and celebrate found archaeological relics, Heritage items, items of heritage significance and heritage conservation areas affected by the CSSI the Department has recommended a condition to take all reasonable steps to not harm, modify or otherwise impact any Heritage item the Department recommends conditions that require the relevant Station Design Precinct Plan be prepared with specific requirements to address potential impacts to WBPS.

<i>Issue</i>	<i>Consideration</i>
<p><i>Air quality</i></p> <ul style="list-style-type: none"> air quality (dust) impacts 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> during construction, dust would be generated by materials handling, transport and storage, and operation of on-site machinery. Dust generation is common in large linear infrastructure projects, and can be managed through mitigation measures such as the use of water suppression, covering truck loads and vehicle maintenance during operation, electric metro trains would generate very low concentrations of emissions, and potential impacts to nearby sensitive receptors are expected to be negligible <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> the Department has recommended a condition requiring practicable measures must be implemented to minimise the emission of dust and other air pollutants during construction
<p><i>Social and business</i></p> <ul style="list-style-type: none"> concerns for the health and wellbeing of residents in relation to construction fatigue, air quality and noise and vibration impacts the EIS does not consider businesses providing accommodation impacts to businesses around construction sites including Hunter Street and Hunter Connection 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> construction related impacts, including amenity impacts, would continue to be managed through the measures established under Stage 1 and Stage 2 of the project. Construction fatigue would be managed through coordination with other projects, proactive community engagement and periods of respite temporary construction-related impacts to businesses would be adaptively managed through the implementation of relevant plans and strategies, including a Small Business Owners Engagement Plan other matters raised have been adequately addressed in the Response to Submissions Report or are not within the scope of the CSSI application and have not been assessed. <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> the Department has recommended conditions to manage cumulative impacts associated with construction fatigue from concurrent and consecutive major projects the Department has recommended conditions requiring the development and implementation of an Overarching Community Communications Strategy (OCCS). The OCCS would include a complaint-handling process to facilitate community feedback on construction-related impacts. The implementation of the OCCS would allow community feedback and complaints to be adequately managed by the contractor.