

# **Appendix G**

**Cumulative impacts assessment  
methodology - Stage 1**

# Appendix G

## Cumulative impacts assessment methodology – Stage 1

This appendix describes the methodology for the cumulative impacts assessment included in the Stage 1 impact assessment.

### 1.1 Overview

Cumulative impacts can occur when impacts from a project interact or overlap with impacts from other projects and can potentially result in a larger overall effect on the environment, businesses or local communities. Cumulative impacts may occur when projects are constructed concurrently or consecutively. Projects constructed consecutively (or sequentially) can have construction activities occurring over extended periods of time with little or no break in construction activities. This has the potential for increased impacts and construction fatigue for local communities. Construction fatigue can also potentially cause complaint fatigue, which is where impacted residents do not complain as they believe corrective action is unlikely to occur and hence there is no point in lodging a complaint.

### 1.2 Legislative and policy context

The Department of Planning, Industry and Environment is currently developing a guideline on cumulative impact assessment for State significant projects. The Secretary’s Environmental Assessment Requirements refers to the need to undertake an assessment of the relevant cumulative impacts that take into account other State significant projects that have been approved but where construction has not commenced, projects that have commenced construction, and projects that have recently been completed and approved construction in the relevant precincts. The Secretary’s Environmental Assessment Requirements also require that for each Stage 1 key issue, the impacts of concurrent activities and cumulative impacts (parallel and sequential) with other projects be assessed.

The cumulative impact assessment of Stage 1 has been prepared to address the Secretary’s Environmental Assessment Requirements.

### 1.3 Assessment methodology

The assessment methodology for the cumulative impact assessment for Stage 1 involved:

- Development of screening criteria that would be used to determine whether a project should be assessed for cumulative impacts
- Identification of projects for each Stage 1 construction site, that could be considered for cumulative impacts
- Application of screening criteria to determine which projects should be taken forward to the cumulative impact assessment.

The assessment methodology is shown in Figure 1.

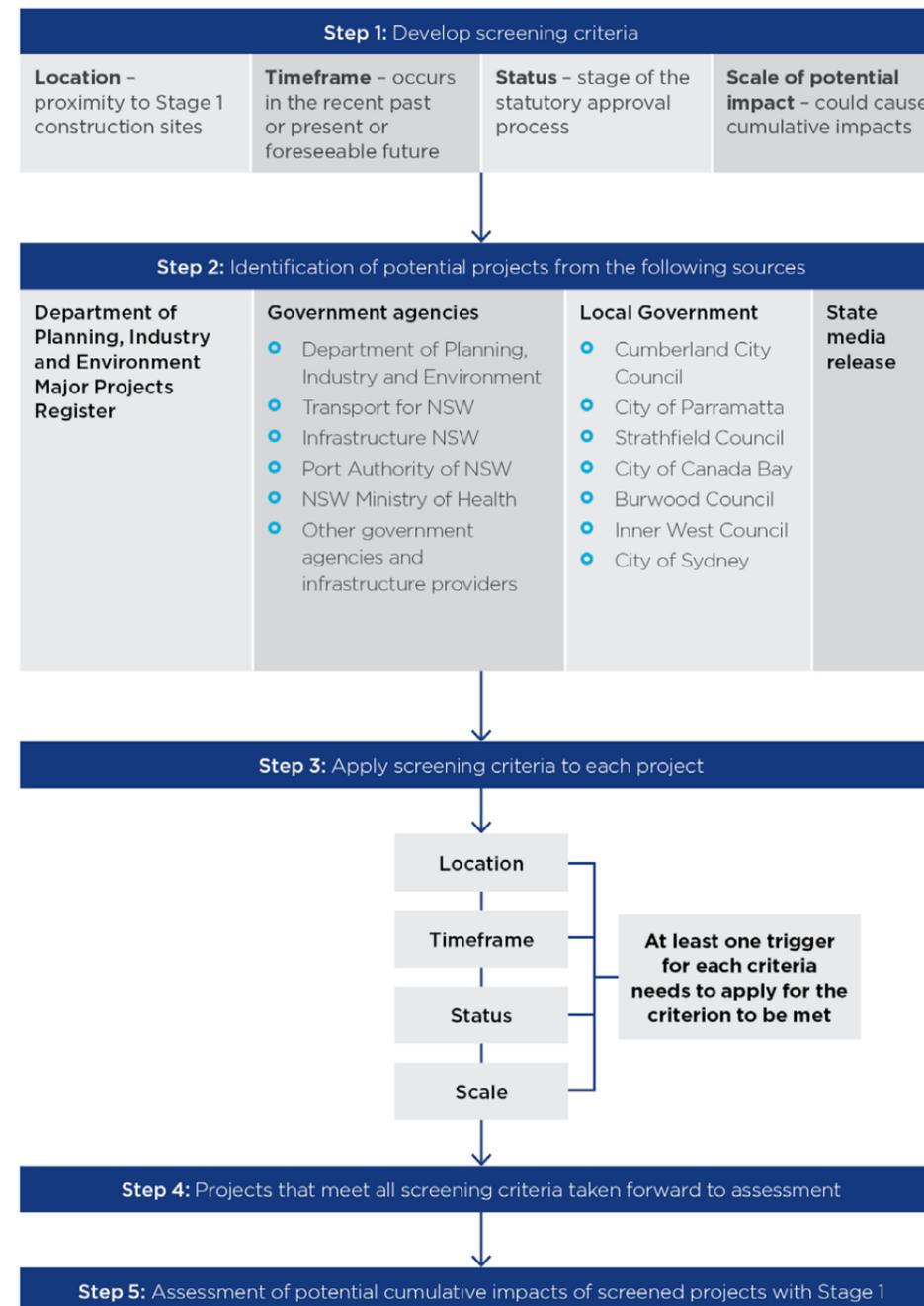


Figure 1: Overview of the cumulative impact assessment methodology

### 1.3.1 Screening criteria

Screening criteria were developed as shown in Table 1 to determine whether a project or local strategic plan should be included in the cumulative impact assessment.

The screening process includes four criteria to identify whether a project should be assessed for cumulative impacts with Stage 1:

- Location – proximity to Stage 1 construction sites
- Timeframe – occurs in the recent past or present or foreseeable future
- Status – considers the stage of the statutory assessment and approval process
- Scale – impacts of a scale that could cause cumulative impacts with Stage 1.

Several triggers were developed for each screening criteria to objectively determine whether a project could potentially cause a cumulative impact with Stage 1 and should be considered in the cumulative impact assessment.

Projects that satisfied at least one of the triggers in each criteria were included in the cumulative impact assessment and are described in Section 1.4.

**Table 1: Screening criteria for cumulative impact assessment**

Criteria	Description	Triggers
<b>1. Location</b>	A project was considered relevant for consideration where the project met at least one of the triggers	<ul style="list-style-type: none"> <li>• Direct overlap: construction footprints intersect with Stage 1</li> <li>• In the area: within one kilometre of Stage 1 construction footprint<sup>1</sup></li> </ul>
<b>2. Timeframe</b>	A project was considered relevant where the project met at least one of the triggers	<ul style="list-style-type: none"> <li>• Concurrent construction programs</li> <li>• Consecutive construction programs (18 months or less between the Stage 1 and the projects construction programs) and can include projects that have recently completed construction</li> </ul> <p>Note: A conservative approach was adopted for approved projects with no published construction program. In these cases, the projects were considered in the cumulative impact assessment and assumed to have met either trigger 2a or 2b.</p>
<b>3. Status</b>	A project was considered relevant where the project was at one of the following stages of the statutory assessment and approval process	<ul style="list-style-type: none"> <li>• Approved projects (statutory approvals received), including approved projects that have not started construction, projects currently under construction, and recently completed projects</li> <li>• Proposed projects (currently under statutory environmental impact assessment which includes where an application has been lodged)</li> <li>• Local strategic plans (made public by a government agency)</li> </ul>

Criteria	Description	Triggers
<b>4. Scale of potential impact</b>	A project was considered relevant where the project involved substantial impacts to one or more of the following aspects	<ul style="list-style-type: none"> <li>• Traffic and transport</li> <li>• Noise and vibration</li> <li>• Non-Aboriginal heritage</li> <li>• Aboriginal heritage</li> <li>• Property and land use</li> <li>• Landscape character and visual amenity</li> <li>• Business impacts</li> <li>• Social impacts</li> <li>• Groundwater and ground movement</li> <li>• Soils and surface water quality</li> <li>• Contamination</li> <li>• Hydrology and flooding</li> <li>• Biodiversity</li> <li>• Air quality</li> <li>• Waste management and resource use</li> <li>• Hazards</li> <li>• Sustainability</li> </ul>

*Note: Some exceptions have been identified where there is a potential impact to extend beyond this zone, such as noise from road haulage on roads that are further than one kilometre from the construction site.*

### 1.3.2 Identification of projects

An initial list of major projects for potential inclusion in the cumulative impact assessment was identified from the sources outlined in Figure 1.

Projects on this initial list that satisfied at least one of the triggers for each screening criteria in Table 1 were included in the cumulative impact assessment.

The list of projects identified can be broadly categorised as:

- Major transport infrastructure projects, including public transport projects and road projects
- Large-scale urban development projects and other infrastructure projects.

Local strategic plans were also considered where they may result in future development with potential cumulative impacts with Stage 1.

The Stage 1 construction sites are relatively distant from each other geographically, so there are unlikely to be intra-project cumulative effects (where a Stage 1 construction site could cause a cumulative impact with another Stage 1 construction site). If intra-project cumulative effects are predicted, these have been discussed in the main body chapters of the Environmental Impact Statement.

### 1.3.3 Approach to potential cumulative impact assessment

Projects and plans that met the screening criteria and were identified for the cumulative impact assessment have been considered for the cumulative impact assessment.

Potential cumulative impacts may occur on the same receiving environment or community from:

- Stage 1 activities in an area recently affected by activities from previous projects
- Stage 1 activities combined with activities from other projects that could cause a cumulative impact on a single environmental or social value or asset
- Stage 1 activities combined with activities from other projects that could cause a cumulative impact on multiple environmental or social values or assets.

The potential cumulative impacts during construction of Stage 1 are described in Chapters 10 to 25 of this Environmental Impact Statement. In locations where cumulative impacts relating to a key issue has been assessed as negligible, the issue is not considered further.

## 1.4 Projects assessed

The projects that met the screening criteria for consideration in the cumulative impact assessment are included in Table 2.

Local strategic plans listed in Table 3 have been considered in the assessment where relevant, as they could influence future development that has the potential to result in cumulative impacts with Stage 1. However, the potential impacts from local strategic plans have not been considered in detail given the uncertainty of the status, timing, design and construction methods of associated projects.

**Table 2: Projects assessed in the cumulative impact assessment**

Project name, status, and expected construction period	Brief project description	Relevant locations where cumulative impacts may occur
<b>24-26 Railway Parade Westmead</b> <i>Approved (with deferred commencement)</i> <i>No construction program</i>	The proposal involves the demolition of existing structures, tree removal, and the construction of a 16-storey mixed-use development. The development would comprise retail, indoor recreation (gymnasium), licensed bar/restaurant, medical centre, from basement to Level 2, then 5 storeys for hotel accommodation with 97 rooms, 6 storeys for 33 residential apartments, and 4 levels of basement car parking. The proposal also includes site preparation works, public domain works, an accessible through site link and public domain upgrades along railway Parade and Ashley Lane.	<ul style="list-style-type: none"> <li>Westmead metro station</li> </ul>
<b>Parramatta Light Rail – Stage 1</b> <i>Approved</i> <i>Construction program 2018 – 2023</i>	<p>Parramatta Light Rail Stage 1 comprises a light rail network from Westmead to Carlingford and Camellia. Key features of the project include:</p> <ul style="list-style-type: none"> <li>12 kilometres of light rail track, including seven kilometres within the existing road corridor separated from general traffic and five kilometres utilising the existing T6 Carlingford Line and former Sandown freight line</li> <li>16 light rail stops</li> <li>Two light rail and pedestrian zones within the Parramatta CBD along Church Street (between Market Street and Macquarie Street) and Macquarie Street (between Horwood Place and Smith Street)</li> <li>An integrated stabling and maintenance facility located in Camellia</li> <li>Light rail vehicle driver amenities at light rail termini at Westmead and Carlingford and at the stabling and maintenance facility at Camellia</li> <li>Ancillary infrastructure (substations, overhead lines and poles)</li> <li>Alterations to the existing road and rail network to accommodate the project</li> <li>Active transport corridors and additional urban design features along sections of the alignment and at stop locations.</li> </ul>	<ul style="list-style-type: none"> <li>Westmead metro station</li> <li>Parramatta metro station</li> <li>Clyde stabling and maintenance facility</li> </ul>
<b>Parramatta Light Rail – Stage 2</b> <i>Proposed</i> <i>No construction program</i>	Parramatta Light Rail Stage 2 would involve a new light rail network connecting Stage 1 and the Parramatta CBD to Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park along a nine-kilometre route.	<ul style="list-style-type: none"> <li>Parramatta metro station</li> <li>Clyde stabling and maintenance facility</li> <li>Sydney Olympic Park metro station</li> </ul>

Project name, status, and expected construction period	Brief project description	Relevant locations where cumulative impacts may occur
<b>Parramatta Leagues Club Hotel</b> <i>Proposed</i> <i>No construction program</i>	The proposal involves the demolition of existing buildings and the construction of a 17-storey hotel building (plus a single level basement for services). The building would include accommodation, a café, pool, fitness/recreational uses and a function room ancillary to the hotel. Access is proposed from O'Connell Street to the south of the building (via an access road to the adjoining Parramatta Stadium). The proposal includes public domain works and service upgrades surrounding the building to integrate the building with the surrounding area and infrastructure.	<ul style="list-style-type: none"> <li>Parramatta metro station</li> </ul>
<b>Quest Hotel (5 Victoria Road, Parramatta)</b> <i>Approved</i> <i>No construction program</i>	The project involves the demolition of existing structures and the construction of an eight-storey hotel and two levels of basement car parking.	<ul style="list-style-type: none"> <li>Parramatta metro station</li> </ul>
<b>New Powerhouse Museum, Parramatta</b> <i>Proposed</i> <i>Construction program 2019 – 2023</i>	The proposal involves the construction and operation of the New Powerhouse Museum at the intersection of Philip Street and Wilde Avenue in Parramatta. The proposal includes 18,000 square metres of exhibition space and is currently the subject of an international design competition.	<ul style="list-style-type: none"> <li>Parramatta metro station</li> </ul>
<b>Westfield Shopping Centre Parramatta Retail and Commercial development (Stage 1)</b> <i>Approved</i> <i>No construction program</i>	<p>The project involves the staged extension of Westfield Shopping Centre Parramatta. The concept plan included in the proposal includes the following construction components:</p> <ul style="list-style-type: none"> <li>An additional single level of retail uses over the existing shopping centre footprint</li> <li>A 20-storey commercial tower above the retail podium</li> <li>An additional 1,100 aboveground car spaces</li> <li>Street activation and public domain works on the corner of Church and Argyle Streets.</li> </ul> <p>Stage 1 involves the construction of the additional retail uses and car spaces described above.</p>	<ul style="list-style-type: none"> <li>Parramatta metro station</li> </ul>
<b>89 George Street Parramatta</b> <i>Approved</i> <i>No construction program</i>	The project involves the demolition of existing structures and the construction a 24-storey hotel building. The building would include accommodation, an ancillary restaurant/bar, outdoor terrace/pool, ballroom, and 69 above ground car parking spaces. The project includes landscaping works.	<ul style="list-style-type: none"> <li>Parramatta metro station</li> </ul>
<b>99 - 119 Macquarie Street, Parramatta</b> <i>Proposed</i> <i>No construction program</i>	The project involves a 14 storey mixed use (retail, office, student housing, group home and boarding house) building envelope at 99-113 Macquarie Street (Epworth House), 13 storey mixed use (church administration, community facility, student housing, group home and boarding house) building envelope at 119A Macquarie Street (Fellowship Centre), 2-6 storey basement envelope (retail, church administration and 142 parking spaces)	<ul style="list-style-type: none"> <li>Parramatta metro station</li> </ul>
<b>6-7 Parramatta Square, Parramatta</b> <i>Approved</i> <i>Construction program 2018 – 2022</i>	Construction of a 56 storey commercial tower, including plant and a function centre on level 55. The development includes works within Darcy Street comprising service infrastructure diversions, rebuilding of Darcy Street roadway, kerb and footpaths, associated landscaping and public domain works, and provision and augmentation of physical infrastructure. The determining authority for the application is the Sydney Central City Planning Panel.	<ul style="list-style-type: none"> <li>Parramatta metro station</li> </ul>

Project name, status, and expected construction period	Brief project description	Relevant locations where cumulative impacts may occur
<b>116 Macquarie Street and 7 Charles Street, Parramatta</b> <i>Approved</i> <i>No construction program</i>	The proposal involves the demolition of existing structures and the construction of a 48-storey mixed-use tower. The building would include residential units, retail floor space, office floor space and basement levels for car parking, storage and services.	<ul style="list-style-type: none"> <li>• Parramatta metro station</li> </ul>
<b>Macquarie Street residential development (142-154 Macquarie Street, Parramatta)</b> <i>Approved</i> <i>Construction program 2017 - 2021</i>	The project involves the demolition of existing structures and the construction of three mixed-use towers. The towers will be 60, 35 and 25 storeys respectively and include residential units, hotel accommodation, commercial and retail space and basements levels for car parking, storage and services.	<ul style="list-style-type: none"> <li>• Parramatta metro station</li> </ul>
<b>Western Sydney University Innovation Hub (2B-6 Hassall Street, Parramatta)</b> <i>Approved</i> <i>No construction program</i>	The proposal involves the development of a mixed-use facility comprising a tertiary institution, commercial office space and retail space. The proposal includes the following construction components: <ul style="list-style-type: none"> <li>• Construction of a 19-storey building</li> <li>• Landscaping and public domain works including a ground-level pedestrian plaza</li> <li>• Extension and augmentation of services and infrastructure as required.</li> </ul>	<ul style="list-style-type: none"> <li>• Parramatta metro station</li> </ul>
<b>163-165 George Street Parramatta</b> <i>Approved</i> <i>No construction program</i>	The proposal involves the construction of a place of worship building, comprising a Grand Cathedral, public forecourt space, multipurpose hall and associated basement parking.	<ul style="list-style-type: none"> <li>• Parramatta metro station</li> <li>• Clyde stabling and maintenance facility</li> </ul>
<b>Clyde Terminal Conversion Project</b> <i>Approved</i> <i>Construction program 2015 - 2025</i>	The project involves the removal of redundant crude oil refinery and import facilities at the Clyde Terminal and upgrade of existing facilities to allow for the receipt, storage and distribution of finished petroleum products. The project would result in a reduced operational footprint for the terminal. The project involves the following components: <ul style="list-style-type: none"> <li>• Demolition of existing oil refinery processing units, surplus storage tanks and other redundant infrastructure</li> <li>• Upgrade of existing storage tanks and supporting infrastructure and utilities to be retained.</li> </ul>	<ul style="list-style-type: none"> <li>• Clyde stabling and maintenance facility</li> <li>• Silverwater services facility</li> </ul>
<b>Viva Energy Clyde Western Area Remediation Project</b> <i>Proposed</i> <i>No construction program</i>	The proposal involves the remediation of contaminated soils associated with former oil refinery activities to facilitate future development of the land for other purposes permissible under the existing land use zoning.	<ul style="list-style-type: none"> <li>• Clyde stabling and maintenance facility</li> <li>• Silverwater services facility</li> </ul>

Project name, status, and expected construction period	Brief project description	Relevant locations where cumulative impacts may occur
<b>WestConnex M4 East</b> <i>Approved</i> <i>Construction program 2016 - 2019, construction completed in July 2019</i>	The project involves the extension of the M4 Motorway in tunnels between Homebush and Haberfield via Concord. The project is about 6.5 kilometres long, with 5.5 kilometres of the motorway underground.	<ul style="list-style-type: none"> <li>• Sydney Olympic Park metro station</li> <li>• North Strathfield metro station</li> <li>• Burwood North Station</li> <li>• Five Dock Station</li> </ul>
<b>WestConnex M4 Widening Modification - Westbound Off-ramp to Hill Road</b> <i>Proposed</i> <i>No construction program</i>	The proposal involves the construction of a westbound off ramp from the M4 Motorway onto Hill Road, Lidcombe as part of the WestConnex network.	<ul style="list-style-type: none"> <li>• Sydney Olympic Park metro station</li> </ul>
<b>Stadium Australia Redevelopment</b> <i>Proposed</i> <i>No construction program</i>	The proposal involves the redevelopment of Stadium Australia, including alterations to the roof and upgrades to lower and middle seating rows, corporate and member facilities, ancillary food and beverage facilities and amenities.	<ul style="list-style-type: none"> <li>• Sydney Olympic Park metro station</li> </ul>
<b>Site 8C Murray Rose Avenue, Sydney Olympic Park</b> <i>Approved</i> <i>No construction program</i>	The project involves the construction of a commercial and retail development, including the following components: <ul style="list-style-type: none"> <li>• Excavation of two basement parking levels</li> <li>• Construction of a six-storey building.</li> </ul>	<ul style="list-style-type: none"> <li>• Sydney Olympic Park metro station</li> </ul>
<b>4 Murray Rose Avenue, Sydney Olympic Park</b> <i>Approved</i> <i>No construction program</i>	The project involves the demolition of existing structures and the construction of a six-storey commercial building, with three levels of basement car parking and associated landscaping.	<ul style="list-style-type: none"> <li>• Sydney Olympic Park metro station</li> </ul>
<b>Residential development, 1 and 2 Murray Rose Avenue, Sydney Olympic Park</b> <i>Approved</i> <i>No construction program</i>	The proposal involves the construction of two residential flat buildings, with a maximum height of 12 and 15 storeys respectively. The proposal also involves the construction of three levels of basement parking under both buildings and landscaping on both sites.	<ul style="list-style-type: none"> <li>• Sydney Olympic Park metro station</li> </ul>
<b>2A and 2B Australia Avenue mixed-use towers, Sydney Olympic Park</b> <i>Proposed</i> <i>No construction program</i>	The proposal involves the construction of two 30-storey mixed-use towers, with four levels of basement car parking. The Site 2A tower proposes a mix of hotel, child care facility, office and conference space. The Site 2B tower proposes a mix of retail, offices and apartments.	<ul style="list-style-type: none"> <li>• Sydney Olympic Park metro station</li> </ul>
<b>Site 43/44, Sydney Olympic Park - Stage 1 and 2 (6 Australia Avenue and 2 Herb Elliot Avenue)</b> <i>Approved</i> <i>No construction program</i>	The project involves the staged development of two mixed-use buildings for commercial and retail spaces, associated basement car parking, landscaping and driveway access.	<ul style="list-style-type: none"> <li>• Sydney Olympic Park metro station</li> </ul>
<b>Site 67 Sydney Olympic Park (100 Bennelong Parkway)</b> <i>Approved</i> <i>No construction program</i>	The project involves a multi-storey residential development comprising the following components: <ul style="list-style-type: none"> <li>• Two buildings, with maximum heights of eight storeys and 10 storeys respectively and basement car parking</li> <li>• A childcare centre</li> <li>• Landscaping, access and public domain works.</li> </ul>	<ul style="list-style-type: none"> <li>• Sydney Olympic Park metro station</li> </ul>

Project name, status, and expected construction period	Brief project description	Relevant locations where cumulative impacts may occur
<b>Mixed-use development Site 68 Sydney Olympic Park (Corner of Bennelong Park and Australia Avenue)</b> <i>Approved</i> <i>No construction program</i>	The project involves the staged development of a mixed-use development on the north-east corner of Bennelong Parkway and Australia Avenue comprising: <ul style="list-style-type: none"> <li>A 33-storey tower for residential, retail and commercial uses, with three levels of basement car parking</li> <li>A child care centre building</li> <li>A stormwater detention tank</li> <li>Landscaping works.</li> </ul>	<ul style="list-style-type: none"> <li>Sydney Olympic Park metro station</li> </ul>
<b>Site 53 Sydney Olympic Park (2 Figtree Drive)</b> <i>Approved</i> <i>No construction program</i>	The project involves the construction of a mixed-use development comprising the following components: <ul style="list-style-type: none"> <li>Four residential buildings ranging in height between nine and 35 storeys with ground floor retail spaces and basement car parking</li> <li>Landscaping, access and public domain works.</li> </ul>	<ul style="list-style-type: none"> <li>Sydney Olympic Park metro station</li> </ul>
<b>Site 13 Commercial Building, Sydney Olympic Park (Corner of Sarah Durack Avenue and Olympic Boulevard)</b> <i>Approved</i> <i>No construction program</i>	The project involves the construction of a five-storey commercial building, with ground-level retail spaces and basement car parking.	<ul style="list-style-type: none"> <li>Sydney Olympic Park metro station</li> </ul>
<b>Site 9 Sydney Olympic Park Mixed-Use Residential building (Corner of Sarah Durack Avenue and Olympic Boulevard)</b> <i>Approved</i> <i>No construction program</i>	The project involves the construction of a 39-storey mixed-use development for residential, commercial and retail uses, including basement car parking and ground-level access, and public domain works.	<ul style="list-style-type: none"> <li>Sydney Olympic Park metro station</li> </ul>
<b>27-33 Everton Road Strathfield</b> <i>Approved</i> <i>No construction program</i>	The project involves the alterations of an existing hotel including the following construction components: <ul style="list-style-type: none"> <li>Construction of two new commercial spaces</li> <li>Construction of an eight-storey residential apartment building with basement car parking at the rear of the site above a ground-floor podium.</li> </ul>	<ul style="list-style-type: none"> <li>Burwood North Station</li> </ul>
<b>MLC Senior School Centre – modification</b> <i>Approved</i> <i>No construction program</i>	The project involves the redevelopment of the MLC Senior School Centre, including the following construction components: <ul style="list-style-type: none"> <li>Demolition of existing structures and vegetation</li> <li>Construction of two new buildings</li> <li>Alterations, additions and refurbishment of two existing buildings</li> <li>Landscaping works.</li> </ul>	<ul style="list-style-type: none"> <li>Burwood North Station</li> </ul>
<b>68-72 Railway Parade and 2-10 Oxford Street, Burwood</b> <i>Approved</i> <i>No construction program</i>	The project involves the construction of an eight-storey building with basement car parking for mixed uses, including residential apartments and ground-floor retail space.	<ul style="list-style-type: none"> <li>Burwood North Station</li> </ul>
<b>17 Deane Street Burwood</b> <i>Approved</i> <i>No construction program</i>	The project involves the construction of a 23-storey mixed-use building with basement car parking, including residential apartments, hotel accommodation and conference facilities, commercial and retail space, a child care centre, and a restaurant.	<ul style="list-style-type: none"> <li>Burwood North Station</li> </ul>

Project name, status, and expected construction period	Brief project description	Relevant locations where cumulative impacts may occur
<b>Concord Oval redevelopment</b> <i>Approved</i> <i>Construction program 2020 – 2021</i>	The project involves the redevelopment of Concord Oval including the following components: <ul style="list-style-type: none"> <li>Facilities for the West Tigers rugby club</li> <li>Match-day facilities for local sporting clubs</li> <li>Multi-use indoor and outdoor community and sport facilities</li> <li>Covered seating for sports spectators</li> <li>Informal outdoor sports areas</li> <li>Shared use paths.</li> </ul>	<ul style="list-style-type: none"> <li>Burwood North Station</li> </ul>
<b>Five Dock Streetscape Upgrade – Stage 2</b> <i>Approved</i> <i>Construction program 2019 – 2020</i>	The project involves streetscape upgrade works to Great North Road and local roads between Queens Road and Henry Street. The project involves the following components: <ul style="list-style-type: none"> <li>Installation of new pavements and street furnishings</li> <li>Planting of street trees and shrubs</li> <li>Drainage improvements.</li> </ul>	<ul style="list-style-type: none"> <li>Five Dock Station</li> </ul>
<b>M4-M5 Link</b> <i>Approved</i> <i>Construction program 2018 – 2023</i>	The M4-M5 Link component of WestConnex involves the construction and operation of twin tunnels between the New M4 at Haberfield and the New M5 at St Peters, with an interchange at Rozelle and tunnel connection to Victoria Road at Iron Cove.  Components of the project relevant to this cumulative impact assessment include: <ul style="list-style-type: none"> <li>Wattle Street surface works</li> <li>Rozelle surface works</li> <li>Iron Cove Link surface works</li> <li>Ventilation facilities at Rozelle and Iron Cove.</li> </ul>	<ul style="list-style-type: none"> <li>Five Dock Station</li> <li>The Bays Station</li> </ul>
<b>Sydney Metro City &amp; Southwest (Chatswood to Sydenham)</b> <i>Approved</i> <i>Construction program 2017 – 2024</i>	The Chatswood to Sydenham component of Sydney Metro City & Southwest Project involves the construction and operation of a 15.5 km metro line from Chatswood, under Sydney Harbour and through Sydney's CBD out to Sydenham.  Components of the project relevant to this assessment include the White Bay truck marshalling yard.	<ul style="list-style-type: none"> <li>The Bays Station</li> </ul>
<b>Western Harbour Tunnel and Warringah Freeway Upgrade</b> <i>Proposed</i> <i>Construction program 2023 – 2024</i>	The Western Harbour Tunnel and Warringah Freeway Upgrade project form part of the Western Harbour Tunnel and Beaches Link Program and comprise a new motorway tunnel connection across Sydney Harbour, and an upgrade of the Warringah Freeway to integrate the new motorway infrastructure with the existing road network, with a connection to the Beaches Link and Gore Hill Freeway Connection project.  Components of the proposal relevant to this assessment include: <ul style="list-style-type: none"> <li>Construction activities at Rozelle Rail Yards</li> <li>Construction activities at White Bay.</li> </ul>	<ul style="list-style-type: none"> <li>The Bays Station</li> </ul>
<b>Glebe Island concrete batching plant and aggregate handling</b> <i>Proposed</i> <i>No construction program</i>	This proposal is for the construction and operation of a new aggregate handling and concrete batching facility, with the capacity to produce up to one million cubic metres of concrete per annum.	<ul style="list-style-type: none"> <li>The Bays Station</li> </ul>

Project name, status, and expected construction period	Brief project description	Relevant locations where cumulative impacts may occur
<b>Glebe Island Multi-User Facility</b> <i>Approved</i> <b>Construction program 2020 - 2021</b>	This proposal includes the construction and operation of a ship off-loading, storage and dispatch facility for bulk construction materials such as sand, aggregates and other dry bulk construction materials. The proposal site is located within land owned by the Port Authority on the eastern side of Glebe Island.	<ul style="list-style-type: none"> <li>The Bays Station</li> </ul>
<b>Extension to Longitude Office Building - 36 James Craig Road</b> <i>Proposed</i> <b>No construction program</b>	This proposal involves alternations and extensions to an existing office building on James Craig Road, including: <ul style="list-style-type: none"> <li>5-8 storey extension</li> <li>Extension of existing floorplates</li> <li>Internal alterations</li> <li>Addition of green elements to facades and roof.</li> </ul>	<ul style="list-style-type: none"> <li>The Bays Station</li> </ul>

Table 3: Local strategic plans considered in the cumulative impact assessment

Local strategic plan	Brief description	Relevant locations where cumulative impacts might occur
<b>Westmead Innovation District: Building Western Sydney's jobs engine Strategic Vision 2016-2036</b>	The Westmead Strategic Vision 2016-2036 is a 20-year plan developed by the NSW Government and the Westmead Alliance to guide investment decisions that support the growth of Westmead as a world class medical, educational and research precinct. The Westmead metro station construction site is located within the area included in the Strategic Vision.	<ul style="list-style-type: none"> <li>Westmead metro station</li> </ul>
<b>Greater Parramatta Interim Land Use and Infrastructure Implementation Plan</b>	The Greater Parramatta Interim Land Use and Infrastructure Implementation Plan outlines actions to support the delivery of new homes, jobs, services and infrastructure in the Greater Parramatta area. It includes a land use framework to guide future redevelopment of the priority growth area, identifies key actions for the short term and allows us and other government agencies to identify and plan for the infrastructure required.  A number of construction footprints for Stage 1 are located in the suburbs included in the District Plan, including Westmead, Parramatta, Clyde, Silverwater, Sydney Olympic Park and North Strathfield.	<ul style="list-style-type: none"> <li>Westmead metro station</li> <li>Parramatta metro station</li> <li>Clyde stabling and maintenance facility</li> <li>Silverwater services facility</li> <li>Sydney Olympic Park metro station</li> <li>North Strathfield metro station</li> </ul>
<b>Parramatta North Urban Renewal Area Plan</b>	The Parramatta North Urban Renewal Area Plan is a rezoning plan for government-owned land in Parramatta North developed by the NSW Government and Infrastructure NSW. Key features of the plan include provisions for the adaptive reuse of heritage items, the development of a village centre and the construction of around 3,000 homes. The Stage 1 construction footprints for Westmead metro station and Parramatta metro station are near land included in the Parramatta North Urban Renewal Area Plan.	<ul style="list-style-type: none"> <li>Westmead metro station</li> <li>Parramatta metro station</li> </ul>
<b>City of Parramatta Civic Link Framework Plan</b>	The Civic Link Framework Plan provides a long-term aspiration, strategies, design ideas and recommendations for Parramatta's new public open space. The Civic Link extends about 500 metres long from Parramatta Square to River Square and the broader foreshore precinct. This new public open space runs along the existing Horwood Place alignment and will be made possible by the redevelopment of the above-ground Council-owned Horwood Place car park.	<ul style="list-style-type: none"> <li>Parramatta metro station</li> </ul>

Local strategic plan	Brief description	Relevant locations where cumulative impacts might occur
<b>Draft Camellia Town Centre Master Plan</b>	The Draft Camellia Town Centre Master Plan is a 20 to 30 year plan developed by the NSW Government to establish a new town centre in Camellia. The draft Plan focuses on the establishment of Camellia Town Centre to ensure the renewal occurs in tandem with access and transport improvements, such as a bridge across Parramatta River, road improvements, and the creation of walking and cycling paths.  The Stage 1 construction footprint for Clyde stabling and maintenance facility is near land included in the Draft Camellia Town Centre Master Plan.	<ul style="list-style-type: none"> <li>Clyde stabling and maintenance facility</li> <li>Silverwater services facility</li> </ul>
<b>Sydney Olympic Park Master Plan 2030</b>	The Sydney Olympic Park Master Plan 2030 is a plan developed by the NSW Government to identify opportunities to transform the precinct into a thriving urban centre. The Master Plan includes the development of a new school, five additional or enhanced parks, employment opportunities, residential communities and retail developments.  The Stage 1 construction footprint for Sydney Olympic Park metro station is located within the area included in the Master Plan. The Stage 1 construction footprints for Silverwater services facility and North Strathfield metro station are near land included in the Master Plan.	<ul style="list-style-type: none"> <li>Sydney Olympic Park metro station</li> <li>Silverwater services facility</li> <li>North Strathfield metro station</li> </ul>
<b>Burwood, Strathfield and Homebush Planned Precinct</b>	The NSW Government is in the process of developing a precinct plan to guide land use controls and inform future development within the suburbs of Burwood, Strathfield and Homebush. It will build on the Parramatta Road Corridor Urban Transformation Strategy and will be developed in conjunction with the City of Canada Bay, Burwood and Strathfield Councils.  The Stage 1 construction footprints for North Strathfield metro station and Burwood North metro station are likely to be located within land included in the future precinct plan. The Stage 1 construction footprint for Sydney Olympic Park metro station is likely to be near land included in the future plan.	<ul style="list-style-type: none"> <li>Sydney Olympic Park metro station</li> <li>North Strathfield metro station</li> <li>Burwood North Station</li> </ul>
<b>Parramatta Road Corridor Urban Transformation Strategy</b>	The Parramatta Road Corridor Urban Transformation Strategy is a 30-year plan developed by the NSW Government and Landcom to drive and inform land use planning and development decisions as well as long-term infrastructure delivery programs in the Parramatta Road Corridor.  The Stage 1 construction footprint for Burwood North metro station is located within land included in the Strategy.	<ul style="list-style-type: none"> <li>Burwood North Station</li> </ul>
<b>Five Dock Urban Design Study</b>	The Five Dock Town Centre Urban Design Study was commissioned by the City of Canada Bay Council in 2013. The purpose of the Urban Design Study is to ensure that any potential changes to the existing planning controls were carefully considered, to identify improvements to the public domain, and consider opportunities for future redevelopment within the centre.  The Stage 1 construction footprint for Five Dock Station is located within land included in the Urban Design Study.	<ul style="list-style-type: none"> <li>Five Dock Station</li> </ul>
<b>The Bays Precinct Urban Transformation Plan</b>	This 20 to 30 year plan provides for a mix of cultural, maritime, recreational, retail and commercial uses around eight waterfront locations including White Bay Power Station, Glebe Island, White Bay, Blackwattle (including Sydney Fish Market), Wentworth Park, Rozelle Bay, and Rozelle rail yards.  Infrastructure NSW is currently conducting studies to inform development of The Bays Markets District (Blackwattle Bay) and White Bay Power Station, which cover locations relevant to this assessment.	<ul style="list-style-type: none"> <li>The Bays Station</li> </ul>

## 1.5 Location of projects assessed relative to Stage 1 construction sites

### 1.5.1 Westmead metro station construction site

Projects near Westmead metro station construction site considered in the cumulative impact assessment are shown in Figure 2.

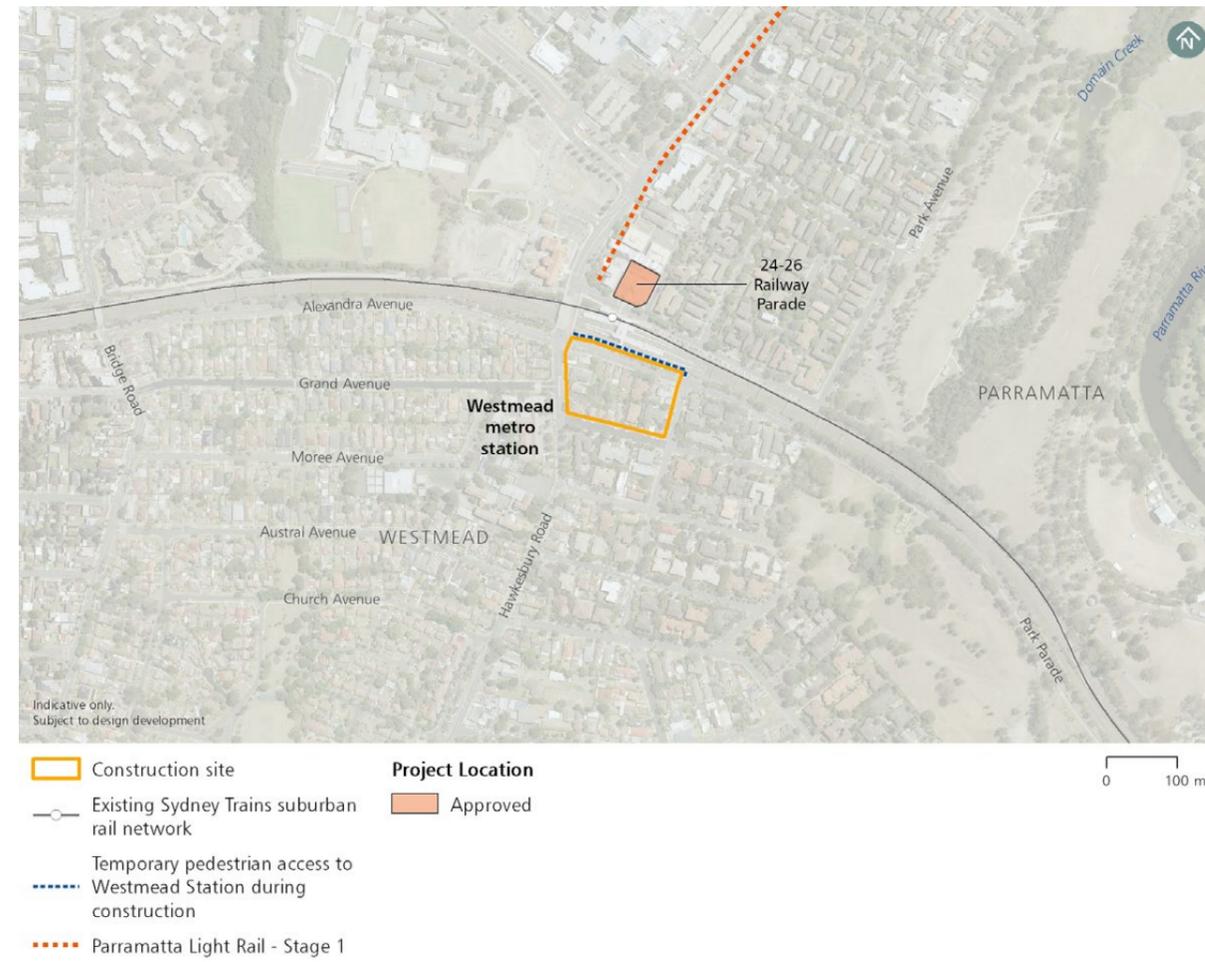


Figure 2: Projects near Westmead metro station construction site considered in cumulative impact assessment

### 1.5.2 Parramatta metro station construction site

Projects near Parramatta metro station construction site considered in the cumulative impact assessment are shown in Figure 3.

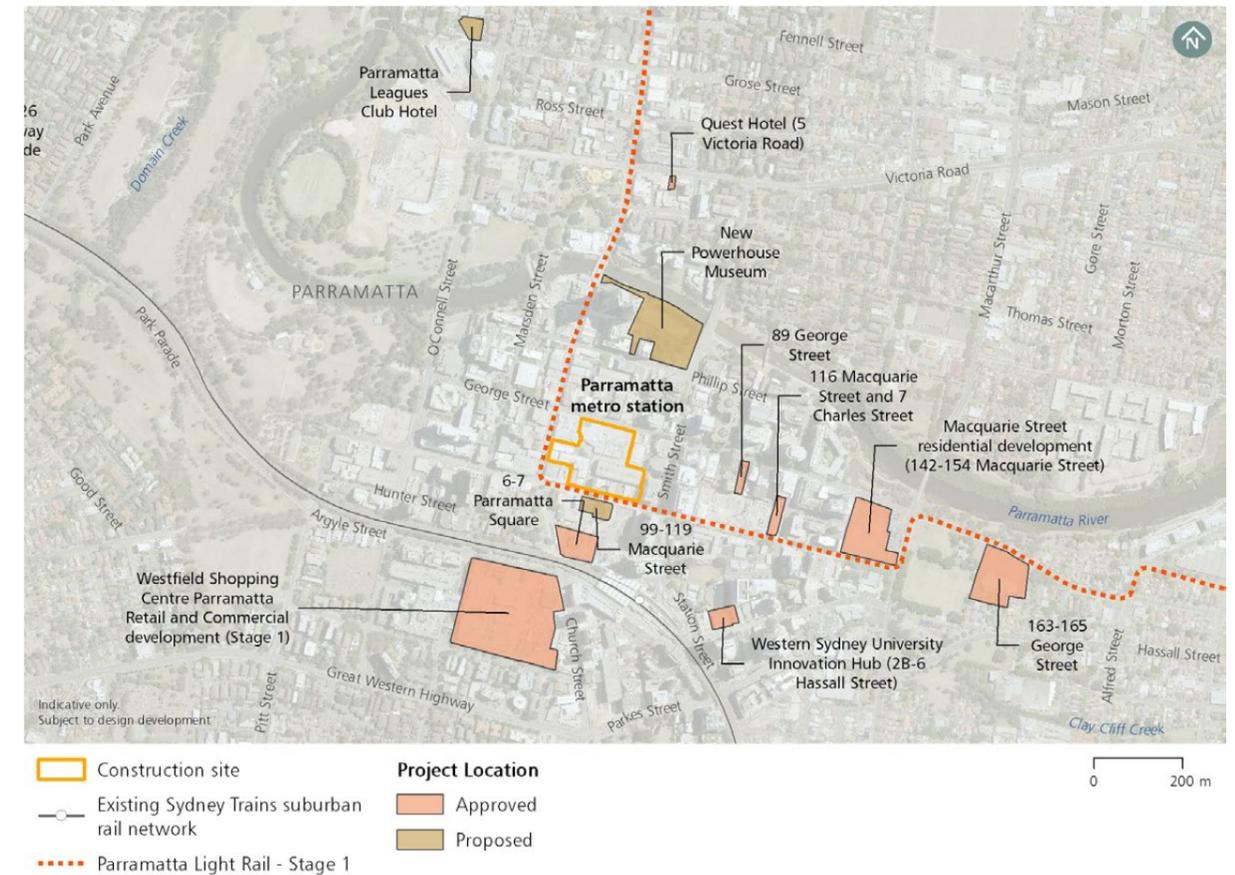


Figure 3: Projects near Parramatta metro station construction site considered in cumulative impact assessment

### 1.5.3 Clyde stabling and maintenance facility

Projects near Clyde stabling and maintenance facility construction site considered in the cumulative impact assessment are shown in Figure 4.

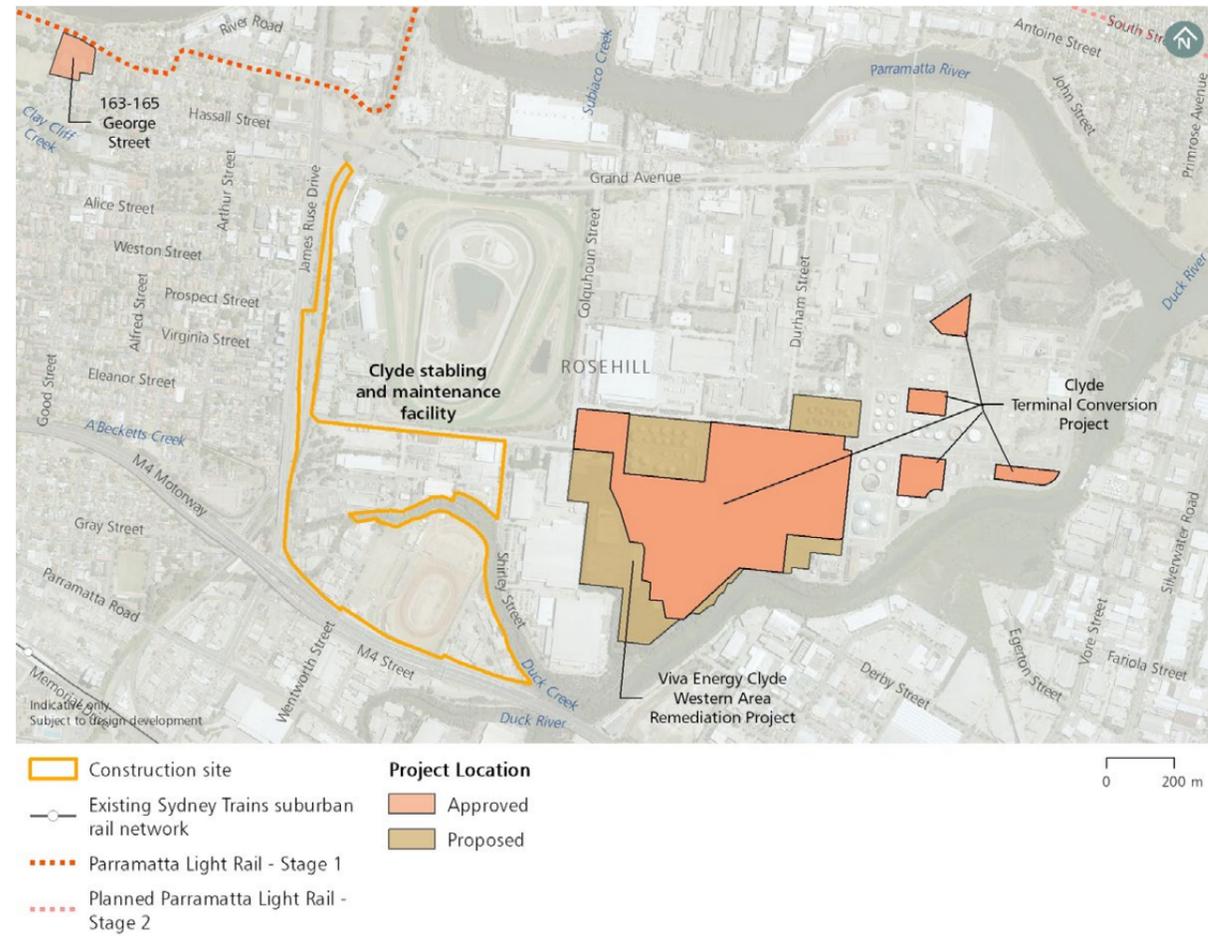


Figure 4: Projects near Clyde stabling and maintenance facility construction site considered in cumulative impact assessment

### 1.5.4 Silverwater services facility construction site

Projects near Silverwater services facility construction site considered in the cumulative impact assessment are shown in Figure 5.

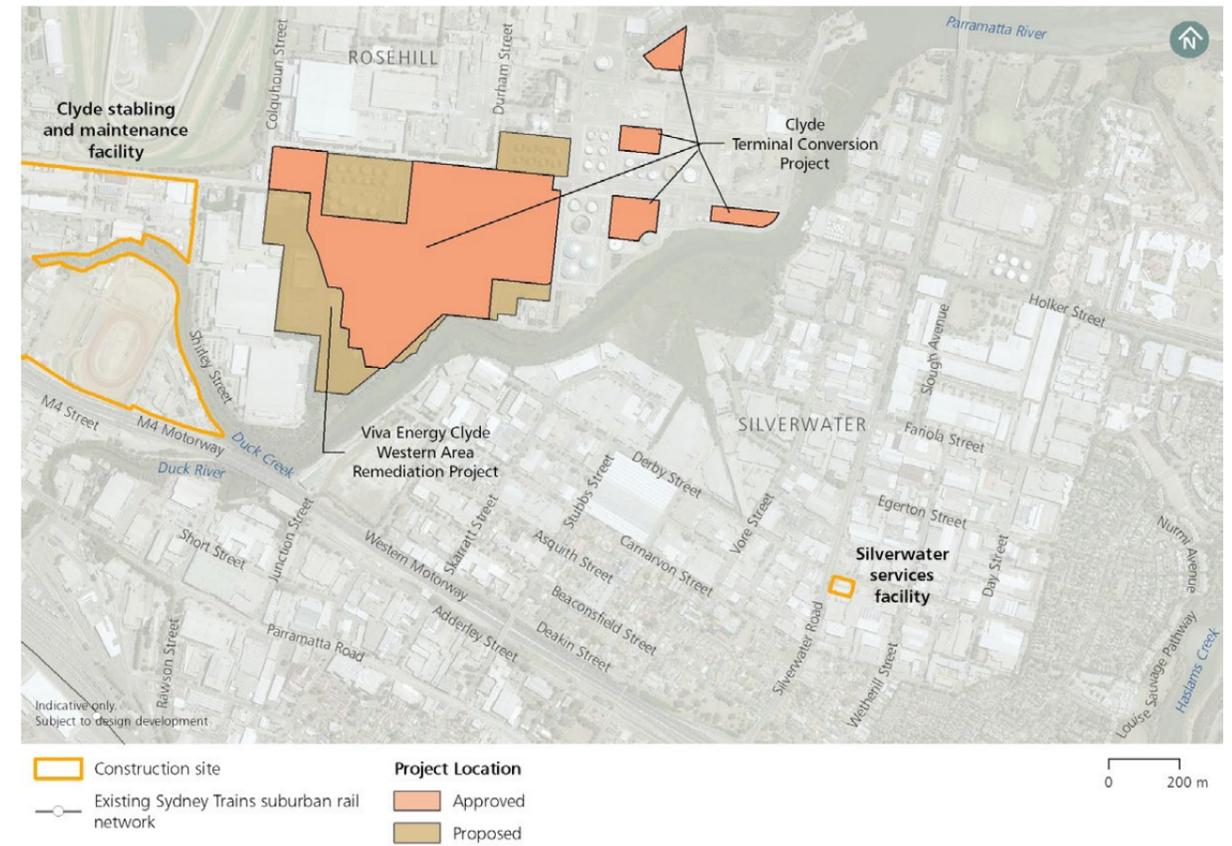


Figure 5: Projects near Silverwater services facility construction site considered in cumulative impact assessment

### 1.5.5 Sydney Olympic Park metro station construction site

Projects near Sydney Olympic Park metro station construction site considered in the cumulative impact assessment are shown in Figure 6.

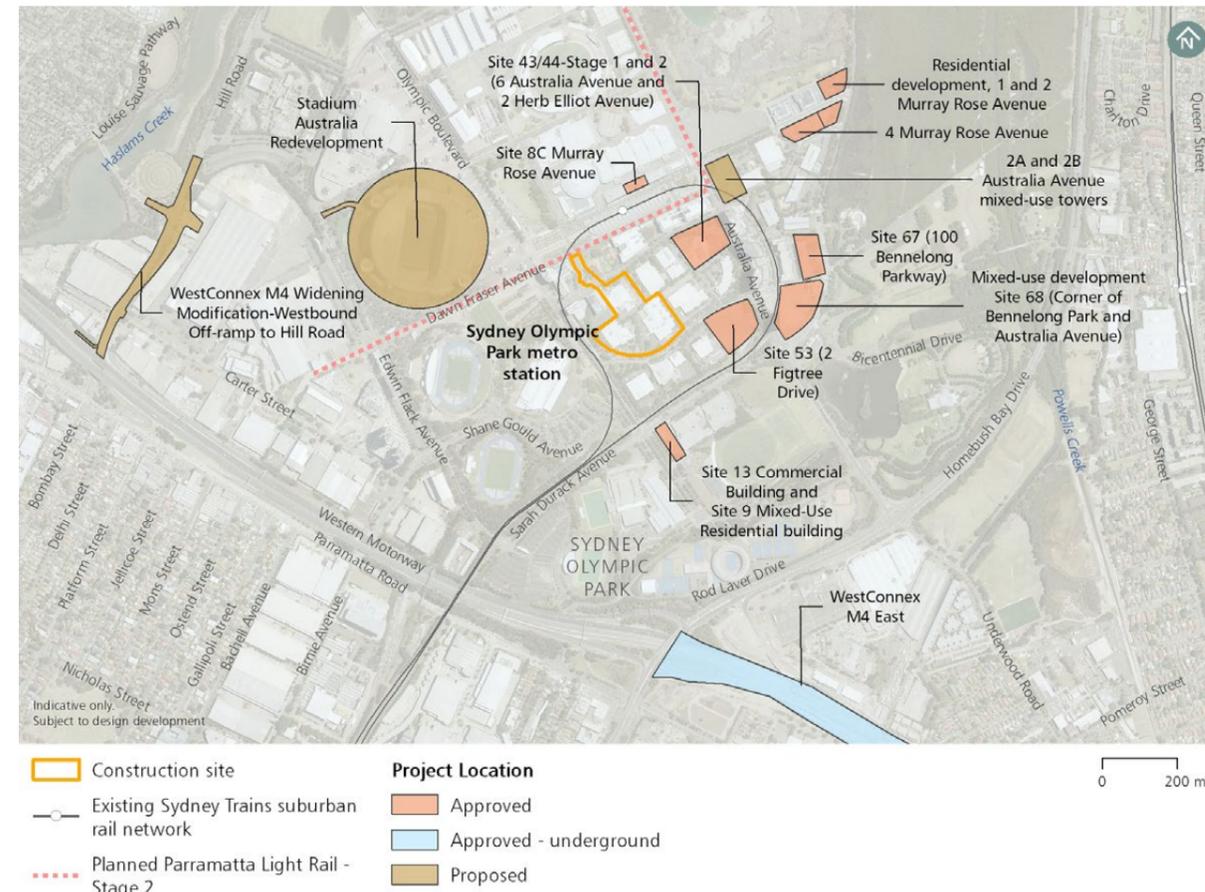


Figure 6: Projects near Sydney Olympic Park metro station construction site considered in cumulative impact assessment

### 1.5.6 North Strathfield metro station construction site

Projects near North Strathfield metro station construction site considered in the cumulative impact assessment are shown in Figure 7.

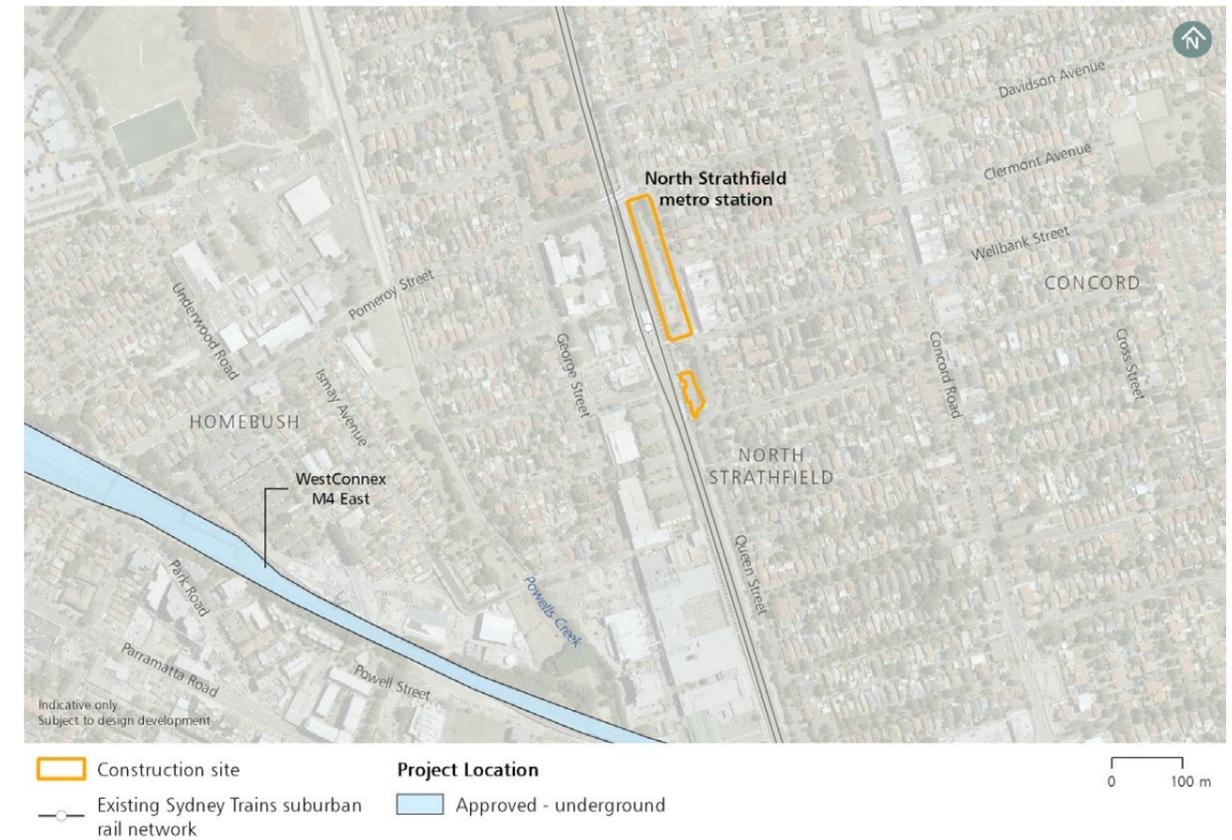


Figure 7: Projects near North Strathfield metro station construction site considered in cumulative impact assessment

### 1.5.7 Burwood North Station construction site

Projects near Burwood North Station construction site considered in the cumulative impact assessment are shown in Figure 8.



Figure 8: Projects near Burwood North Station construction site considered in cumulative impact assessment

### 1.5.8 Five Dock Station construction site

Projects near Five Dock Station construction site considered in the cumulative impact assessment are shown in Figure 9.

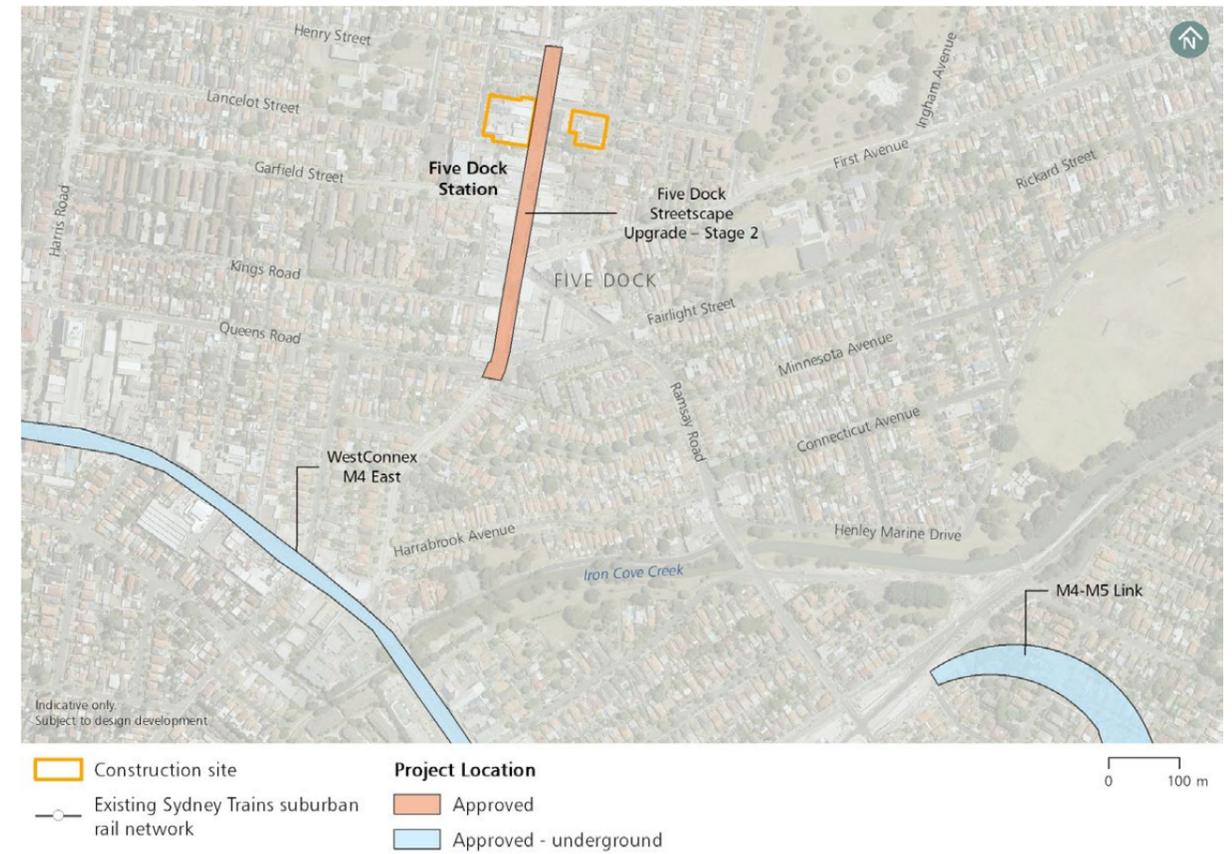


Figure 9: Projects near Five Dock Station construction site considered in cumulative impact assessment

### 1.5.9 The Bays Station construction site

Projects near The Bays Station construction site considered in the cumulative impact assessment are shown in Figure 10.

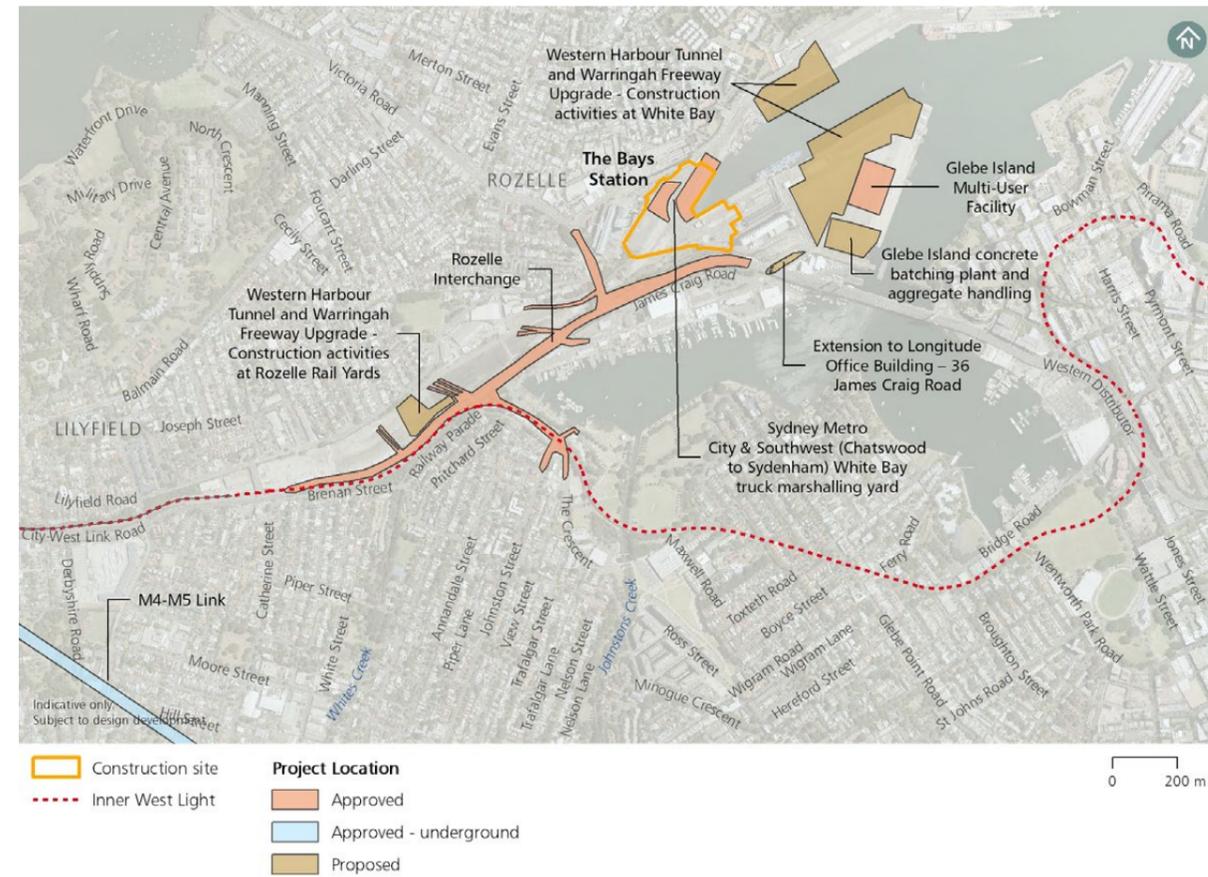


Figure 10: Projects near The Bays Station construction site considered in cumulative impact assessment

## 1.6 Mitigation measures

Where the cumulative impact assessment in Chapters 10 to 25 predicts impacts that would require the implementation of mitigation measures to address cumulative impacts, these measures are included in each respective chapter where the cumulative impact has been assessed.

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