

Planning Approval Environmental Review Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Waterloo ISD Civil Modification Works
Prepared by:	WISD
Prepared for:	Sydney Metro
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Environmental Review

1. Proposed works and justification

An environmental review is applicable to design changes which are consistent with the conditions of approval and would have no additional impacts on the community and/or the environment. This environmental review is required to demonstrate compliance with the conditions of approval and the Sydney Metro Chatswood to Sydenham Environmental Impact Statement (EIS) and the Chatswood to Sydenham Submissions and Preferred Infrastructure Report (SPIR). A description of activities is listed in Table 1 and an assessment provided in Section 2.

Table 1 Description of proposed works

Description	Overview
Location of works	Southern side of the Wellington/Cope intersection and eastern side of Cope St/East of the Raglan/Cope Intersection (Refer to Figure 1).
Scope of works	Construction of additional garden beds and footpath/ pavement works at the following locations: <ul style="list-style-type: none"> Southern end of Cope/Wellington intersection (east & west); Construction of new kerb, dwarf retaining wall and footpath along south eastern end of Cope/Raglan intersection (south east) Eastern side of Cope St footpath and kerb.
Justification for works	Consultation with City of Sydney (CoS) in regards to civil works and external landscaping and pedestrian footpaths has resulted in the proposed modification works to be undertaken to improve pedestrian access, flood protection and visual amenities. Completing the streetscaping works would improve the overall appeal of the area.
Timeframe for works	Works are expected to commence Mid-January 2023 and would be completed mid next year (2023) with activities scheduled around station construction and other civil activities
Work hours, workforce and equipment / machinery	Works for the southern end of Cope/Wellington St intersection (location 1) will take approximately 2-3 weeks. Works along the Cope/Raglan St intersection (Location 2) are expected to take approximately 2 weeks with works along the eastern footpath of Cope St (Location 3) expected to take approximately 4 weeks. Work hours would be 7am-6pm Mon-Fri & 8am-6pm Saturday.

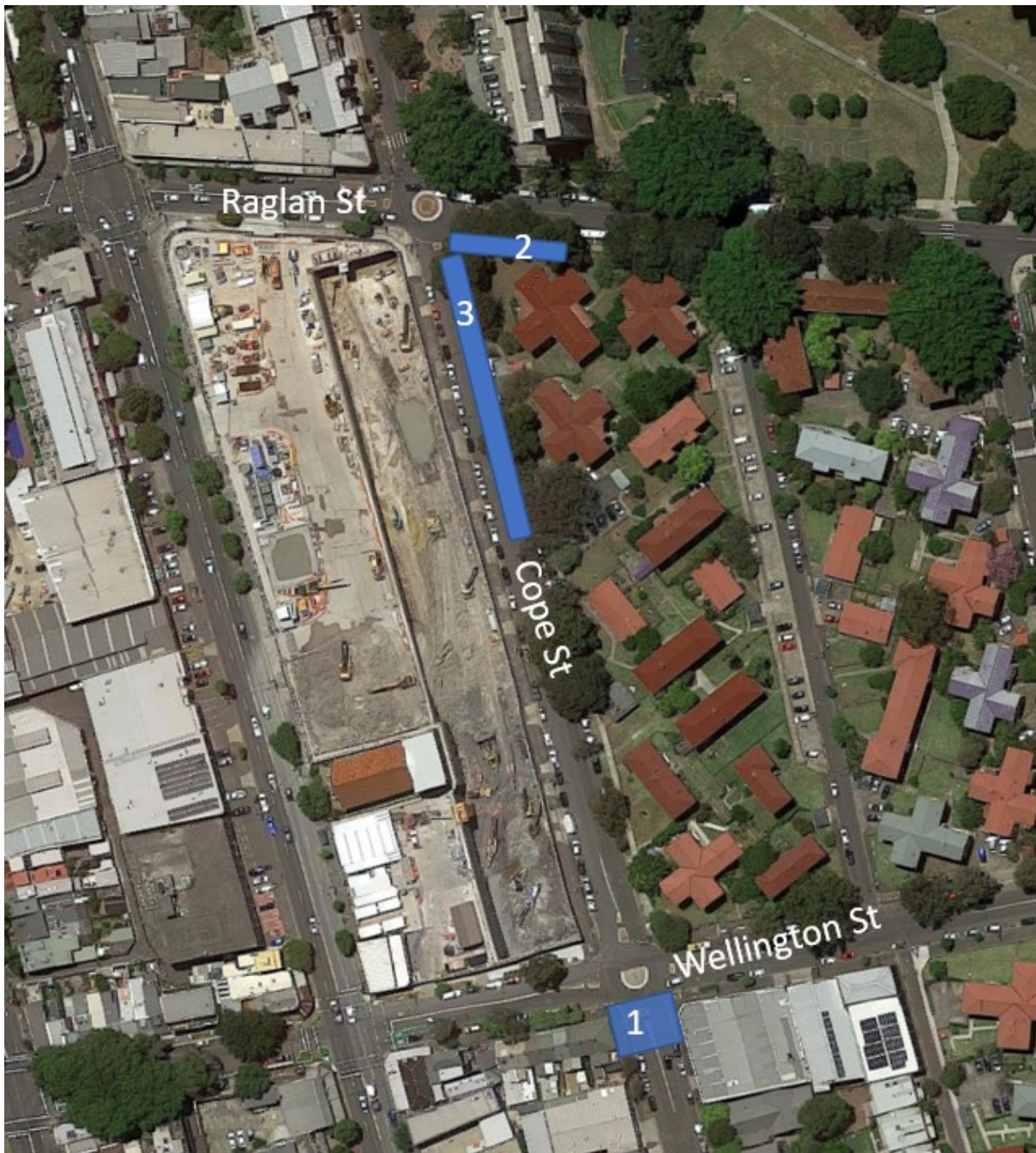


Figure 1 Location of proposed works area.

2. Consistency with Conditions of Approval

The following table outlines whether the proposed changes would be consistent with the relevant Conditions of Approval.

Table 2 Comparison of the proposal with relevant elements of the Approved Project

Relevant elements of the Approved Project	Proposed Change
<p>Works are required around the Project Boundary for Waterloo ISD as defined in Section 7.11.7 and 7.11.13 of the EIS. The EIS noted that landscaping and finishing works would be carried out at permanent operational sites.</p> <p>The Project footprint is defined in the SPIR in Section 3.4.1 Figure 3-18 (Appendix A).</p>	<p>The location of the works proposes to extend and modify the original exterior landscaping and footpath restoration works. The works would now include the southern side of Wellington/Cope St intersection and construction of a dwarf wall and footpath restoration along Cope/Raglan intersection and the eastern side of Cope St.</p>

3. Environmental review

The following table provides a risk review of the potential environmental impacts of the proposed works.

Table 3 Environmental review

Environmental review	Yes / No	Description of impacts (including consideration of safeguards required by the Approved Project)
Is the proposal to take place outside of the construction footprint of the project	Y	The works are located adjacent to the Site along Cope St, Raglan St and Wellington St within the footpaths and across the Wellington/Cope intersection. The work locations are located within 40m of the project boundary. Utility installation works have previously been undertaken in these areas.
Is the location of works within the existing EPL premise boundary	N	N/A. No EPL associated with the Project.
Will the works take longer than 2 weeks to complete.	Y	Works will take a maximum of approximately 9 weeks in total to complete in locations 1-3 with a maximum of 4 weeks in one location. Works are expected to move progressively through the locations depending on other site construction activities and program requirements.
Does the work require OOHW approval	Y	Works are expected to be completed during standard construction hours however if out of hours work are required where triggered by an ROL or other external authority, an out of hours permit would be requested.
Will the works impact an EEC or threatened species	N	N/A. No EEC or threatened species identified within the works area. Refer to Section 5 of the Flora & Fauna Study (Ecological Australia, 2020, Ref: 20 SYD – 14903, ver. 9).
Will works impact on native vegetation	N	N/A. No clearing of native vegetation required. Minor shrubs within the nature strip are required to be cleared. Refer to Section 5 of the Flora & Fauna Study (Ecological Australia, 2020, Ref: 20 SYD – 14903, ver. 9)
Will the works impact on habitat trees	N	N/A. No clearing of trees required.

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Will clearing of non EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact	N	Vegetation located in location 1 is limited to approximately 7 m ² of nature strip including small shrubs.
Will the works result in medium / high noise or vibration impacts Will noise and vibration impacts on sensitive receivers be greater than that predicted in the EIA	Y	Removal of asphalt, surface concrete and footpaths would require medium/high noise works using excavator attached hammer and hand held jackhammers. Saw cutting may also be required in sections to assist in surface material removal. Works are modelled within the Sites CNVIS (VMS, 2022, Rev 4).
Will the works result in medium/ high air quality impacts	N	Works are not expected to result in medium/high air quality impacts as only very minor ground disturbance is required.
Will the activity be located adjacent to or in close proximity to sensitive receivers	Y	Works would be undertaken adjacent to sensitive residential receivers. Affected residences would be notified during monthly and weekly community notifications.
Will works impact on an Aboriginal / European heritage site different to that predicted in the EIA	N	Section 7.11.2 of the EIS Technical Review Paper 5: Aboriginal Heritage- Archaeological assessment indicates there are no recorded aboriginal sites located within 100 metres of the Waterloo Station. As the proposed works are within 100 metres of the Waterloo Station no impact to Aboriginal heritage is expected. Furthermore, no Non-Aboriginal Heritage items were identified within the proposed works areas within the EIS. Section 6.11.2 identifies 4 heritage listed items within the site study area, none of which are located within the proposed work areas. A search of the State Heritage inventory did not identify any heritage listed items to be within the proposed work areas.
Are works within 10m of a watercourse	N	Works are greater than 10 metres away from a watercourse.
Are works in an area of known contamination	N	Contamination is not expected in this area. Waste sampling undertaken during utility works conducted within the proposed work areas identified the underlying materials to be classified as General Solid Waste (GSW) (Non-putrescible). (Reference: S-03091.WCC.007_20220907). The unexpected finds procedure identified in the CEMP would be followed during the work process. Waste material would be disposed of as per the CEMP
Will the works result in temporary or long-term traffic impacts	Y	ROIs would be in place to permit the works to occur resulting in a short term, temporary and low impact to traffic.
Will the works result in visual impacts to sensitive receivers	N	A small work area would be utilised during works and would not obstruct the visual display of sensitive receivers.
Will the works involve significant earthworks	N	Works in Location 1 (Wellington/Cope intersection) are expected to extend to a depth of approximately 0.6 metres deep. Works in locations 2 & 3 along the Raglan/Cope St intersection and Cope St footpath are expected to extend approximately 0.3 metres deep. These areas have previously been disturbed during utility installation works.

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4. Recommendation

Based on the above assessment, and with reference to the Sydney Metro Chatswood to Sydenham Environmental Impact Statement (EIS) and the Chatswood to Sydenham Submissions and Preferred Infrastructure Report (SPIR), including the conditions of approval and associated CEMP and plans, it is recommended that:

Yes	The proposed design/construction change is consistent with the Approved Project Sydney Metro Chatswood to Sydenham Environmental Impact Statement (EIS) and the Chatswood to Sydenham Submissions and Preferred Infrastructure Report (SPIR) including the conditions of approval, has negligible impacts on the community and environment and no further assessment is required.
No	The proposed design/construction change is likely to be consistent with the Approved Project Sydney Metro Chatswood to Sydenham Environmental Impact Statement (EIS) and the Chatswood to Sydenham Submissions and Preferred Infrastructure Report (SPIR), however more than a negligible impact on the community and environment may result and further assessment in the form of a Planning Approval Consistency Assessment form is required to be completed and submitted to the Planning team for the proposed design/ construction change.
No	The proposed design/ construction change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.

5. Certification

The above information provides a true and fair review of the proposed works.

Prepared by (signed):



Date: 13/12/2022

Name: Tristan Rodrigues

Position: Environment Coordinator

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6. Endorsement

I have reviewed the above review and provide the following endorsement:

✓	The proposed design/construction change is consistent with Sydney Metro Chatswood to Sydenham Environmental Impact Statement (EIS) and the Chatswood to Sydenham Submissions and Preferred Infrastructure Report (SPIR), has negligible impacts on the community and environment and no further assessment or modification of the planning approval is required.
	The proposed design/construction change is likely to be consistent with the Sydney Metro Chatswood to Sydenham Environmental Impact Statement (EIS) and the Chatswood to Sydenham Submissions and Preferred Infrastructure Report (SPIR), however more than negligible impacts are expected on the community and environment and further assessment is required.
	The proposed design/construction change constitutes a project modification and requires further assessment and approval.

This endorsement is conditional on the following:

1. All works will be carried out in accordance with the Sydney Metro Chatswood to Sydenham Environmental Impact Statement (EIS) and the Chatswood to Sydenham Submissions and Preferred Infrastructure Report (SPIR) and the Project Conditions of Approval.
2. All works will be carried out in accordance with the approved Construction Environmental Management Plan and any relevant sub plans.
3. All works will be carried out in accordance with any additional management measures identified in the Environmental Review, unless otherwise noted by this endorsement.

Comments (if any):	
Signed:	
Endorsed by:	Fil Cerone - Director Env Sustainability & Planning
Date:	13 December 2022