



Planning Approval Environmental Review Form

SM-22-00008046

Sydney Metro – Metro Body of Knowledge (MBoK)

Assessment Name:	Waterloo ISD Deferred Civil Works
Prepared by:	WISD
Prepared for:	Sydney Metro
Assessment number	JH05
Type of assessment:	Assessment under EP&A Act 1979, Division 5.2
Version:	Final
Planning approval No. (where relevant):	SSI_7400
Date required:	April 2025
iCentral number	SM-25-00041470

Form information – do not alter

Form number	SM-22-00008046
Applicable to:	Sydney Metro
Document Owner:	Director, Planning Approvals
System Owner:	Executive Director, Environment, Sustainability & Planning
Status:	Final
Version:	2.0
Date of issue:	AUGUST 2023
Review date:	As required

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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 negligible 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, eastern, and western side of the Wellington/Cope intersection and Botany/Wellington intersection. Location of work is also along Wellington St between Botany Rd and Cope St, Waterloo.
Scope of works	<p>Temporary road closure of Wellington/ Cope intersection, Wellington St between Botany Rd and Cope St to complete deferred civil works scope. Works will include:</p> <ul style="list-style-type: none"> • Removal/demolition of asphalt surface • Construction of concrete kerbs and island for cycle path • Permanent road signage and line marking • Landscaping & bike loops • Light pole and traffic pole works <p>Works are expected to be completed over approximately 8 weeks. The duration of the road closures are still to be determined pending approval from TfNSW and Council. However, it is preferred to be undertaken as one closure to minimise the timeframe of overall works and impact to residences. Minor adjustments to hoarding may also be required pending finalisation of road closure requirements.</p>
Justification for works	<p>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 and visual amenities. Completing the streetscaping works would improve the overall appeal of the area.</p> <p>These works are required to be completed between June 2025-September 2025 due to interface with the Over Station Development. These works are proposed to be completed during standard hours over a temporary shutdown of the road instead of being completed over multiple out of hours shifts. This will minimise the impact to surrounding residences.</p> <p>Limited out of hours may be required due to ROLs for Botany Rd and Botany/Wellington intersection to complete traffic signal and utility works.</p> <p>Additionally, the closure of these intersections and extension of hoarding will provide benefits to worker safety, remove working near live traffic and reduce the duration to complete works.</p>
Timeframe for works	Works are expected to commence Mid June and anticipated to be completed by September 2025.
Work hours, workforce and equipment / machinery	<p>The works will take approximately 8 weeks to complete.</p> <p>Work hours would be 7am-6pm Mon-Fri & 8am-6pm Saturday.</p>

An indicative workforce of 20 people is estimated to be required and plant and equipment to be used are as follows:

Vac Truck, concrete/Demo saw, 5T-14T excavator, plate compactor, small tip truck, hand tools, 3T roller, concrete truck, mobile batch plant, asphalt profiler, bogie, mobile crane, bucket truck, pole grab, light tower, generator, line marking grinder and line marking truck.

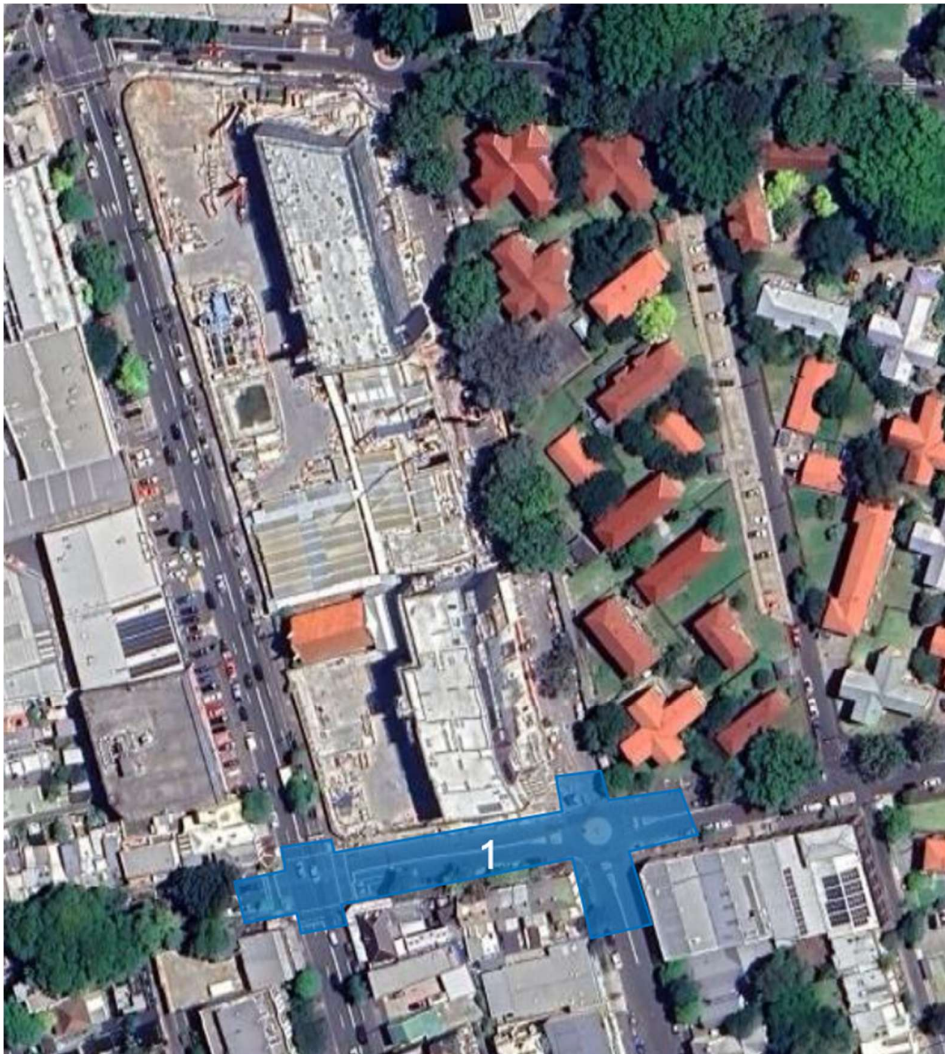


Figure 1 Location of works area

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, eastern, and western side of the Wellington/Cope intersection and Botany/Wellington intersection. Location of work is also along Wellington St between Botany Rd and Cope St, Waterloo.</p>
<p>Environmental mitigation measure (EMM) T5 – The community would be notified in advance of proposed road and pedestrian network changes through media channels and other appropriate forms of community liaison.</p>	<p>The proposed change would be consistent with T5</p>
<p>EMM NV1 – The Construction Noise and Vibration Strategy would be implemented with the aim of achieving the noise management levels where feasible and reasonable.</p>	<p>The proposed change would be consistent with NV1.</p>
<p>EMM LV1 – Where feasible and reasonable, the elements within construction sites would be located to minimise visual impacts, for example materials and machinery would be stored behind fencing.</p>	<p>The proposed change would be consistent with LV1.</p>
<p>EMM LV4 – Visual mitigation would be implemented as soon as feasible and reasonable after the commencement of construction and remain for the duration of the construction period.</p>	<p>The proposed change would be consistent with LV4.</p>
<p>CoA B5 – The Community Communication Strategy, as approved by the Secretary, must be implemented for the duration of the works and for 12 months following the completion of construction.</p>	<p>The Community Communication Strategy would be implemented for the proposed works to notify any adjoining affected landowners and businesses.</p>
<p>CoA E47 – An Out of Hours Work Protocol for the assessment, management and approval of work outside of standard construction hours, as defined in Condition E36 of this approval, must be prepared in consultation with the EPA and submitted to the Secretary for approval before construction commences for works not subject to an EPL.</p>	<p>Out of hours works (OOHW), if required, would be managed in accordance with the OOHW protocol and the Sydney Metro City and Southwest Construction Noise and Vibration Strategy (CNVS).</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	Yes	The works are located adjacent to the Site along Wellington St, Cope St and Botany Rd within the footpaths and across the Wellington/Cope and Botany/Wellington Intersections. 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	No	N/A. No EPL associated with the Project.
Will the works take longer than 2 weeks to complete.	Yes	Works are expected to be completed over approximately 8 weeks. The duration of the road closures are still to be determined pending approval from TfNSW and City of Sydney Council. However, it is preferred to be undertaken as one closure to minimise the timeframe of overall works and impact to residences. Temporary partial road closures of the intersections may also be required pending ROL approvals. No works would commence until permit is received.
Does the work require OOHW approval	Yes	Works are expected to be completed during standard construction hours, however OOH works may be required where triggered by an external authority (e.g. Sydney Water, Ausgrid, TfNSW etc) or where an ROL cannot be obtained during standard hours, an out of hours permit would be requested
Will the works impact an EEC or threatened species	No	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	No	N/A. No clearing of native vegetation required. Minor shrubs within the nature strip are required to be cleared. Refer to Section 9 of the Flora & Fauna Study (Ecological Australia, 2020, Ref: 20 SYD – 14903, ver. 9)
Will the works impact on habitat trees	No	N/A. No clearing of trees required
Will clearing of non EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact	No	No clearing of vegetation is expected to be required to complete the works.
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	Yes	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). The proposed works are not expected to generate any additional noise above those already assessed as part of the Approved Project. However, construction noise associated

		<p>with the works would extend into September 2025 and after FPS.</p> <p>Noise and vibration impacts are anticipated to be temporary, and localised in nature and will be managed in accordance with existing measures.</p> <p>Out of hours works if required would be managed in accordance with the OOHV protocol and the Sydney Metro City and Southwest Construction Noise and Vibration Strategy (CNVS).</p> <p>Receivers that have the potential to be affected by the works would be notified in accordance with the Community Communication Strategy.</p>
Will the works result in medium/high air quality impacts	No	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	Yes	<p>Works would be undertaken adjacent to sensitive residential receivers. Figure 10-11 of the EIS provides the location of sensitive receivers near Waterloo Station. The sensitive receivers adjacent to the proposed works comprise of a mix of residential and commercial receivers.</p> <p>Affected residences would be notified during monthly and weekly community notifications.</p>
Would there be additional impact from what was predicted in the EIS on an Aboriginal / Historic heritage site as a result of the works	No	<p>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.</p>
Are works within 10m of a watercourse	No	Works are greater than 10 metres away from a watercourse
Are works in an area of known contamination	No	<p>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).</p> <p>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</p>
Will the works result in temporary or long-term traffic impacts	Yes	<p>The Works will require the shutdown of the Wellington/Cope intersection, Wellington/Botany intersection and Wellington St. ROLs would be in place to permit the works to occur resulting in a short term, temporary and low impact to traffic. These impacts have been allowed for in the EIS (Refer Section 3 of Technical Paper 1: Traffic and Transport). Appropriate detour routes would be in place during the shutdown to redirect traffic and buses. Refer to Appendix 1.</p> <p>Traffic and pedestrian management would be implemented in accordance with the CTMP.</p> <p>Works are expected to be completed over approximately 8 weeks. The duration of the road closures are still to be</p>

		determined pending approval from TfNSW and Council. However, it is preferred to be undertaken as one closure to minimise the timeframe of overall works and impact to residences.
Will the works result in visual impacts to sensitive receivers	Yes	Similar to the Approved Project, there would be minor visual impacts associated with civil works, fencing, plant and equipment and any temporary safety measures. Visual impacts can be managed appropriately by the existing conditions of approval and environmental mitigation measures. 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	No	The works would involve minor, localised excavation and ground disturbance as a result of the civil works. Works are expected to extend to a depth of approximately 0.5 metres deep. These areas have previously been disturbed during utility works.

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 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: 15/04/2025

Name: Tristan Rodrigues

Position: Environment Advisor

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6. Endorsement

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

X	The proposed design/construction change is consistent with the 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.

Signed:	
Endorsed by:	Ashe Earl-Peacock
Date:	15/04/2025