



Planning Approval Environmental Review Form

SM-22-00008046

Sydney Metro – Metro Body of Knowledge (MBoK)

Assessment Name:	Additional minor works to Clarke Lane Heritage building
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro and all relevant contractors
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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	28-34 Clarke Lane, Crows Nest, within North Sydney Local Government Area (LGA).
Scope of works	Sydney Metro is required to complete footpath works along Clarke Lane at Crows Nest adjacent to a local heritage listed building at 28-34 Clarke Street . This Environmental Review covers the associated tie-in works with the heritage listed building (St Leonards Centre, I0141).
Justification for works	The existing footpath along Clarke Lane does not meet the required standards, is in poor condition, and is not flush with the building step (up to 100mm level difference) causing a trip hazard. A new footpath is needed along Clarke Lane adjacent to 28-34 Clarke St, Crows Nest to provide safe pedestrian access in the area surrounding Crows Nest Station. A portion of the footpath works would need to extend into the heritage curtilage to provide smooth tie-in and crossfall away from the building (towards the road).
Timeframe for works	Works are proposed to occur for approximately one week during mid 2024. These dates are weather dependent and may be subject to change.
Work hours, workforce and equipment / machinery	Work would be completed during standard construction hours: <ul style="list-style-type: none"> - 7am to 6pm Monday to Friday, inclusive - 8am to 6pm on Saturday - No works on Sunday or public holidays Equipment would include saw-cutter and a jack hammer No changes to workforce are needed to facilitate these works.

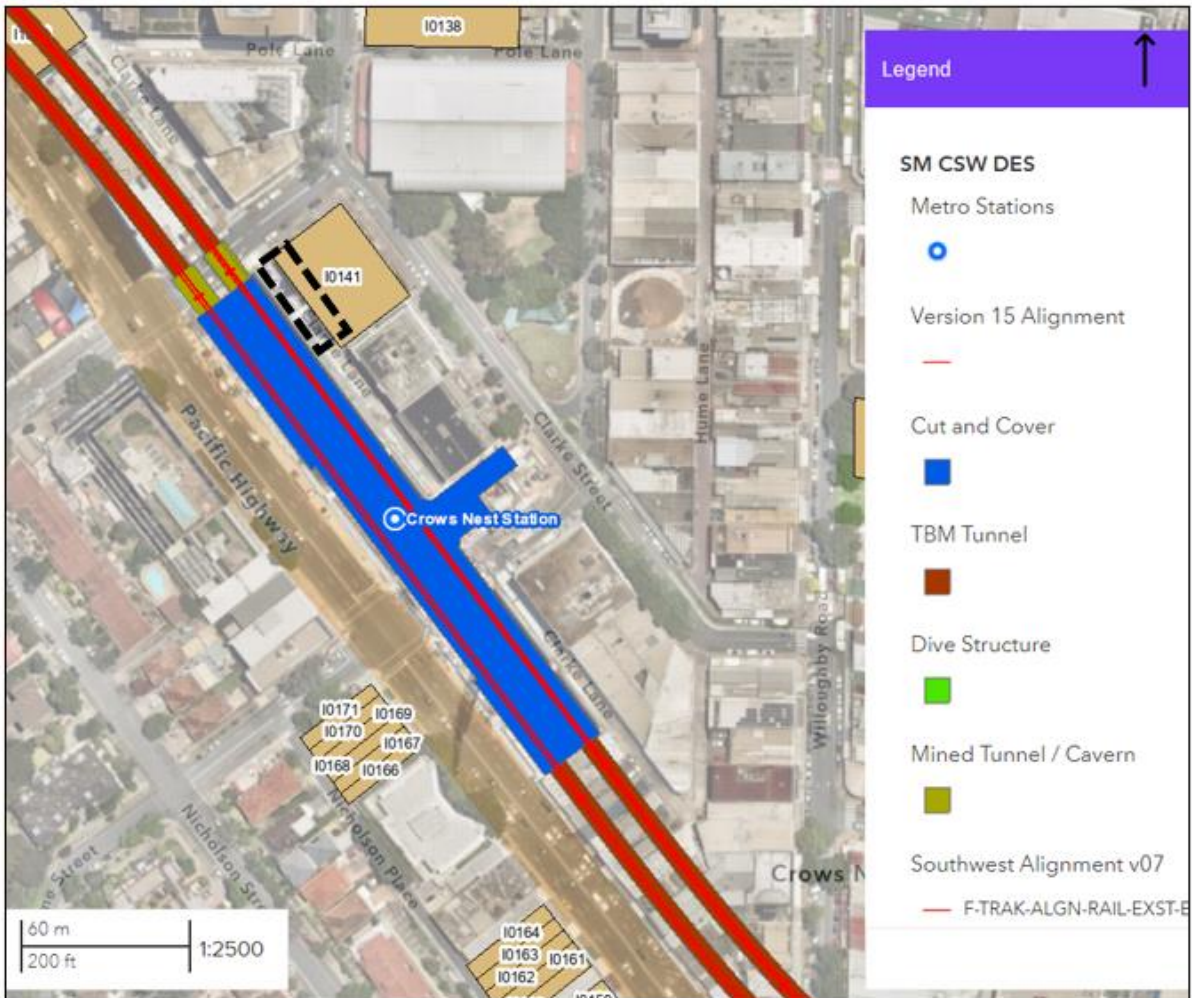


Figure 1 Location of works area, shown by a black dashed line. Heritage shown in light brown with heritage item number

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
Figure 14-2 of the EIS shows the impacts on heritage items around Crows Nest Station	This image shows the St Leonards Centre as occurring within the 25m buffer zone. The proposed change would see Clarke Lane incorporated into the proposed construction site area with a small encroachment into the heritage curtilage of the St Leonards Centre.
EIS Section 14.5.3. (Crows Nest Station) St Leonards Centre: Local heritage significance. Indirect impact: Negligible (views and vistas). Project elements would not compete visually with the heritage item. Potential direct impact: Minor (vibration). The closest façade of this item would experience vibration above the 7.5mm/s screening level for cosmetic damage.	The proposed change would now require direct impacts to the heritage building within the heritage curtilage. The proposed historic heritage impacts are discussed in section 3 and within Appendix A (Historic heritage memo) of this document.
EIS Section 6.5.1 (Common Station Elements) Metro stations would be designed to provide safe and efficient interchange between transport modes, including minimising conflicts between pedestrians, cyclists, buses and vehicles. Each metro station would have a number of common elements or design features. These would include: <ul style="list-style-type: none"> Enhancements to the footpath in the vicinity of the station entries 	The existing footpath on Clarke Lane is in poor condition and does not meet the required standards. This work is consistent with the description of works provided within the EIS.
Construction vibration impacts were assessed in Technical Paper 2 of the EIS. Appendix G identified there would be no exceedances of cosmetic building damage at the location of the proposed work.	There is potential for minor localised vibration associated with use of equipment for the works.
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.	The Community Communication Strategy would be implemented for the proposed works to notify any adjoining affected landowners and businesses.
REMM T22 – Where existing footpath routes used by pedestrians and / or cyclists are affected by construction, a condition survey would be carried out to confirm they are suitable for use (e.g. suitably paved and lit), with any necessary modifications to be carried out in consultation with the relevant local council.	The existing footpath on Clarke Lane is in poor condition and does not meet the required standards. The necessary works have been developed in consultation with North Sydney Council.

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 would take place outside of the construction footprint but are related to approved footpath works.
Is the location of works within the existing EPL premise boundary	No	An EPL would not be required for the works.
Will the works take longer than 2 weeks to complete.	No	The proposed works would take approximately one week to complete, commencing mid 2024. These dates are weather dependent and may be subject to change.
Does the work require OOHW approval	No	The works would be undertaken during standard construction hours. No OOHW would be required.
Will the works impact an EEC or threatened species	No	The clearing of EEC and impacts to threatened species are not required.
Will works impact on native vegetation	No	The clearing of native vegetation is not required.
Will the works impact on habitat trees	No	No clearing is proposed.
Will clearing of non EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact	No	No clearing is proposed.
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	No	The equipment that would be used during the works would include saw-cutting and/or jack hammering. Any noise or vibration impacts produced would be minor and temporary in nature. The proposed works are not expected to generate any additional noise above those already assessed as part of the Approved Project. Receivers that have the potential to be affected by the works would be notified in accordance with the Community Communication Strategy.
Will the works result in medium/ high air quality impacts	No	Similar to the Approved Project, the works have the potential to cause impacts to air quality through dust generation from minor excavation, pavement removal, footpath construction works and emissions from plant and machinery. Any emissions or dust generated by the works are anticipated to be localised and minimal and will be managed in accordance with existing measures.
Will the activity be located adjacent to or in close proximity to sensitive receivers	Yes	The works will be located directly adjacent to commercial receivers and healthcare facilities (IVF clinic) and in close proximity to residential receivers. The works would be temporary, short-term, and limited to standard construction hours.

		Receivers that have the potential to be affected by the works would be notified in accordance with the Community Communication Strategy.
Would there be additional impact from what was predicted in the EIS on an Aboriginal / Historic heritage site as a result of the works	Yes	<p>The proposed tie in works are minor in nature and would only impact a very small part of the heritage listed building. An additional Heritage Memo has been prepared for the works (refer Appendix A) and concluded that the additional impacts would have a negligible impact on the heritage significance of the item and would not visually compete with the item. This impact is consistent with the overall degree of impact approved for the project.</p> <p>The Heritage Memo has recommended that any introduced material and finish must visually match the surrounding original fabric and finish.</p> <p>The Approved Project did not identify any registered Aboriginal heritage sites at Crows Nest and stated that the site had “<i>low archaeological potential as construction of commercial buildings, roads and a large rail cutting is likely to have impacted or removed archaeological deposits</i>”. There is no change to Aboriginal heritage impacts as a result of the proposed works.</p>
Are works within 10m of a watercourse	No	The proposed works are not within 10m of a watercourse. Adequate erosion and sediment control measures would be provided around stormwater infrastructure.
Are works in an area of known contamination	No	The area around Clarke Lane is not a known area of contamination.
Will the works result in temporary or long-term traffic impacts	No	Clarke Lane has been largely closed to private vehicles as this is an entry/exit point for the construction site. The work will be finished before the site is open for public use.
Will the works result in visual impacts to sensitive receivers	Yes	Similar to the Approved Project, there would be minor visual impacts associated with construction works, disturbed areas, fencing, plant and equipment and any temporary safety measures. Visual impacts can be managed appropriately by the existing conditions of approval and REMMs.
Will the works involve significant earthworks	No	The works would involve minor, localised excavation and ground disturbance from the removal of the existing footpath, construction of the new one and the associated tie in with the heritage building.

4. Recommendation

Based on the above assessment, and with reference to the Sydney Metro Chatswood to Sydenham EIS and Chatswood to Sydenham SPIR, including the conditions of approval and associated CEMP and plans, it is recommended that:

	The proposed design/construction change is consistent with the Approved Project Sydney Metro Chatswood to Sydenham EIS and Chatswood to Sydenham SPIR including the conditions of approval, has negligible impacts on the community and environment and no further assessment is required.
	The proposed design/construction change is likely to be consistent with the Approved Project Sydney Metro Chatswood to Sydenham EIS and Chatswood to Sydenham 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.
	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):

Isabella Caruso

Date: 24 Jun. 24

Name: Isabella Caruso

Position: A/ Environment Coordinator

6. Endorsement

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

	The proposed design/construction change is consistent with the Sydney Metro Chatswood to Sydenham EIS and Chatswood to Sydenham 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 EIS and Chatswood to Sydenham 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 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. Any introduced material and finish must visually match the surrounding original fabric and finish.

Signed:	
Endorsed by:	Cathy Lestrangle A/ Senior Manager Planning Approvals
Date:	24/06/2024

Brett McLennan
Environment Representative
24 June 2024

Appendix A – Heritage Memo

Memo

Thursday, 30 May 2024

To Isabella Caruso

From Zoran Popovic,
Sydney Metro Built Heritage Advisor

Date 30/05/2024

Priority **ROUTINE**

Background

The construction of Crows Nest Station is approved as part of the Sydney Metro Chatswood to Sydenham project, which involves the construction and operation of a metro line between Chatswood and Sydenham.

This memo is prepared to inform an Environmental Review of a proposed work to the St Leonards Centre which is adjacent to the Crows Nest construction site at 28-34 Clarke Street, Crows Nest.

The St Leonards Centre is listed as a heritage item of local significance in the North Sydney Local Environmental Plan 2013, as item No. I0141. The Environmental Impact Statement prepared as part of the Chatswood to Sydenham planning approval identified a direct impact to the item due to vibration and an indirect impact to its views and vistas.

The St Leonards Centre in context of the SM construction site is shown in Figure 1 – St Leonards Centre is marked CN1.

Proposal

Sydney Metro is required to complete footpath works along Clarke Lane at Crows Nest adjacent to a local heritage listed building at 28-34 Clarke Street. The existing footpath along Clarke Lane is in poor condition, does not meet the required standards, and is not flush with an adjacent building step (up to 100mm level difference).

It is proposed to extend the footpath works within the site boundary limit, in order to provide smooth tie-in and crossfall away from the building (towards the road). This is shown in Figure 3.



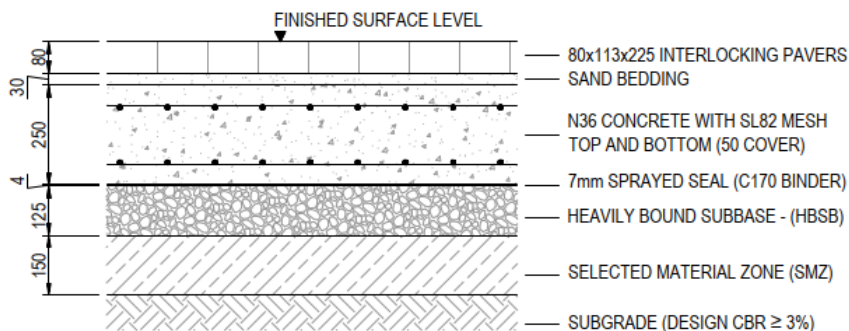
Figure 1 – St Leonards Centre within broader area – marked CN1



Figure 2 – Area of works, note red marking

The contractor advised that:

CNDC would think they would extend the 80mm of pavers with 30mm bedding sand up to the steps. That would require milling the existing concrete. Equipment used is likely to involve saw-cutters and a jack hammer. Refer to Figure 3.



INTERLOCKING CONCRETE PAVERS OVER CONCRETE BASE



PAVEMENT TYPE PT-1A
CLARKE LANE
(NORTH OF HUME STREET)
SCALE 1:10

Figure 3 – Pavement detail (provided by contractor)

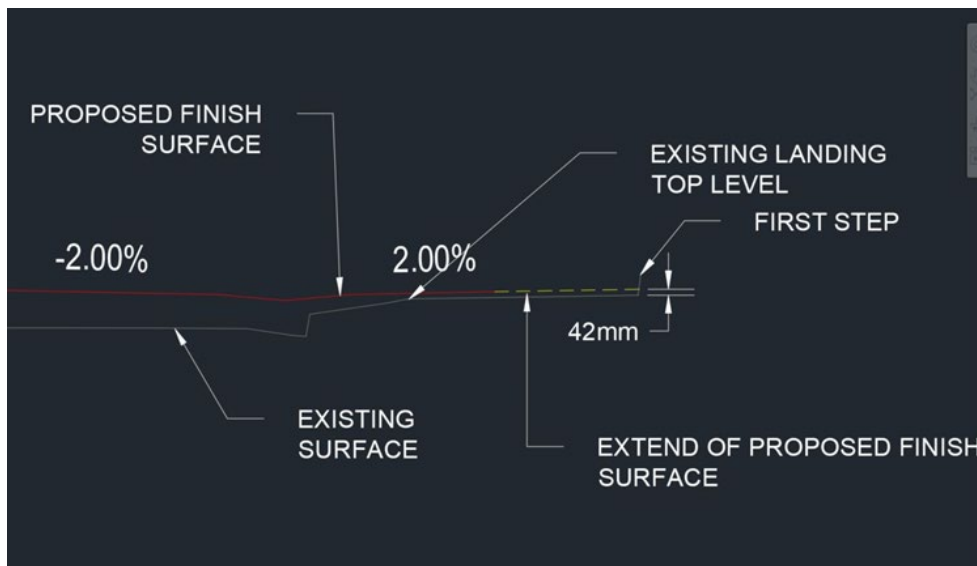


Figure 4 – Proposed level adjustment

Significance assessment

The State Heritage Inventory provides the following statement of heritage significance:

The St Leonards Centre is an unusual example of a six-storey commercial building designed by Geoff Malone of Kerr and Smith, Architects and Planners, and completed in 1972 in the Late Twentieth Century Brutalist style. A dominant building in the local streetscape, its imposing character reflected the modernist optimism and technological ambitions of many companies in the period, as expressed in their buildings.

Assessment of impact and conclusions

The EIS Technical Paper assessed the impact of the project on the St Leonards Centre as:

- potential minor potential direct impact due to vibration
- negligible indirect impact on the views and vistas of the established heritage significance of the item, noting the above ground station elements such as the station entrances and station service facilities would not compete with the item.

The proposed tie in work is minor in nature and would only impact a very small part of the heritage listed building and would have a negligible impact on the heritage significance of the item. The proposed work would not visually compete with the item.

This impact is consistent with the overall degree of impact approved for the project. It is recommended introduced material and finish must visually match the surrounding original fabric and finish.

Zoran Popovic

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