



Planning Approval Environmental Review Form

SM-22-00008046

Sydney Metro – Metro Body of Knowledge (MBoK)

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Prepared by:	Sydney Metro
Prepared for:	Sydney Metro and AWE
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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 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	Hume Street, Crows Nest, between the Pacific Highway and Clarke Street, located within the North Sydney Local Government Area (LGA).
Scope of works	Partial closure of Hume Street from early August to permit ongoing public domain works including provision of a cycleway on either side of the street, and street scape elements such as tree planting, provision of three bike hoops, wider footpaths and street furniture. A temporary zebra crossing at Clarke Lane/Hume street will be in place for first passenger services (FPS) with the final crossing to be complete by end of September.
Justification for works	Works in this area have been delayed due to phasing of the public domain works and the ongoing impacts of the pandemic. The works are required to deliver the permanent public domain elements on Hume Street.
Timeframe for works	Early August to end of September 2024. These timeframes are weather dependent and may be subject to change.
Work hours, workforce and equipment / machinery	<p>Work would largely be completed during standard construction hours:</p> <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 <p>Some night shift may be required for certain work e.g. asphaltting and line marking pending traffic approvals.</p> <p>Up to 50 workers could be working onsite at any one time.</p> <p>Equipment/machinery required would include:</p> <ul style="list-style-type: none"> - Concrete sand demo saws - Excavators - typically between 5t – 13t have been in use. - Rollers (padfoot and smooth vibratory rollers) - Trucks for importing and exporting material. - Sucker Trucks, road sweeper, pressure washer - Compactors (Plate and Jumping Jack) - Jack Hammers, power tools and hand tools - Concrete truck, pumps, and concrete vibrators - Road profiler, Line marking truck and equipment - EWPs and/or Boom lifts. - Float trucks for delivering machines.

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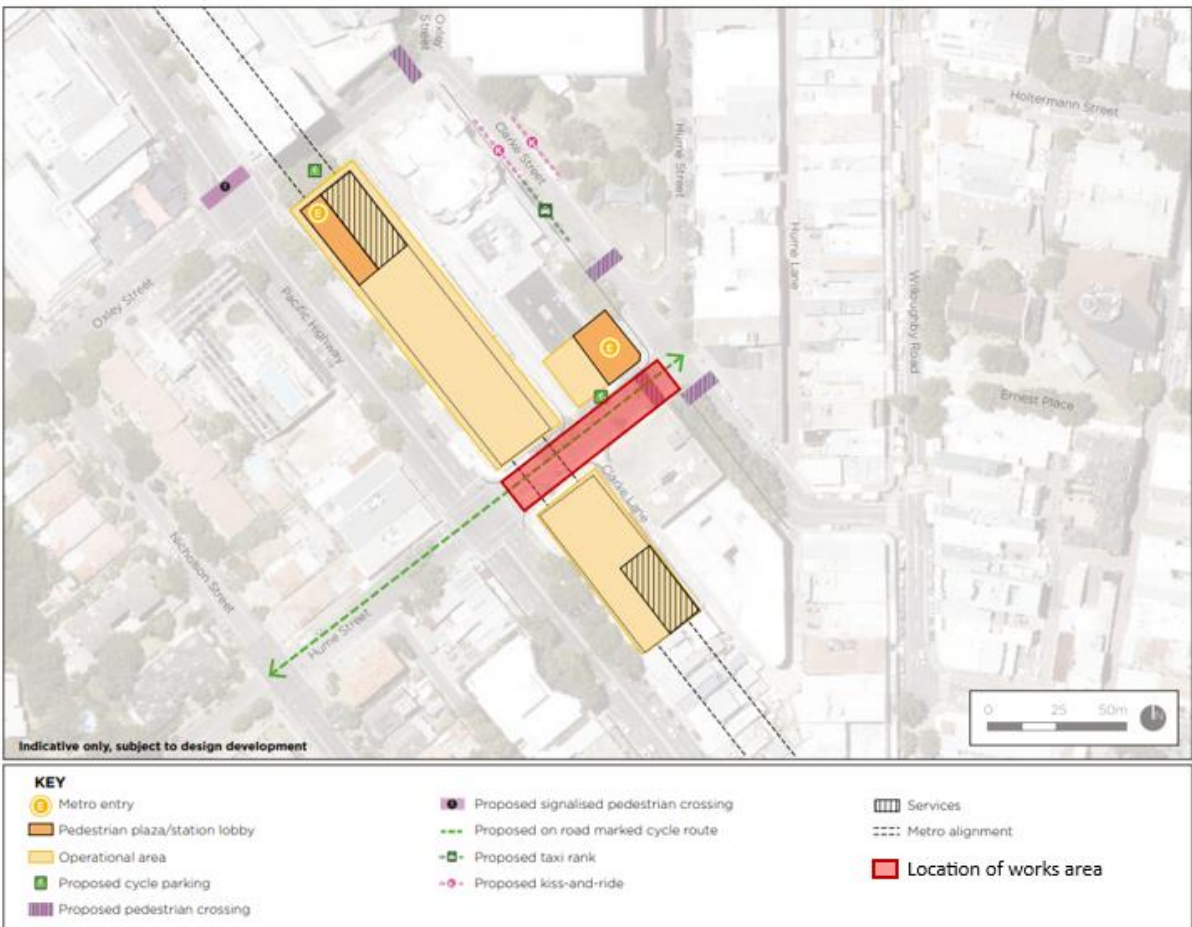


Figure 1 Location of works area shown in red

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
Section 1.4.2 of the EIS (Key features) states that key operational components include: ...”Alterations to pedestrian and traffic arrangements and public transport infrastructure around the new stations and surrounding Central Station”	There will be temporary alternations to pedestrian and traffic (including cyclist) arrangements on Hume Street, between Clarke Lane and the Pacific Highway, around the new Crows Nest Metro Station, from early August.
Section 7.11.7 of the EIS tabled the road network, pedestrian and cyclist modifications necessary to facilitate construction of the project. This section specifically identifies the temporary closure of Hume Street during construction of Crows Nest Station for the purposes of demolition and reconstruction and the requirement for construction contractor’s Construction Traffic Management Plans to minimise disruptions.	The proposed change extends partial closure of Hume Street between Clarke Lane and the Pacific Highway from early August. The closure of Hume Street has been extended under previous consistency assessments (SCN02, TSE05). During the proposed change one lane of traffic and a footpath on one side of the road would be open to the public. Vehicles will be able to travel west bound towards the Pacific Highway which would limit the impacts to traffic at this location.
Section 8.4.8 of the EIS assessed construction traffic and transport for Crows Nest Station, specifically the performance of the road network around Crows Nest based on the worst-case scenario of construction traffic, including the closure of Hume Street. The EIS stated, “Excavation of the station would involve the temporary closure of Hume Street (around six months) to carry out the cut-and-cover works”. This assessment considered the installation of a right-turn movement from Oxley Street onto the Pacific Highway to mitigate the closure of Hume Street and concluded that all intersections would continue to function at a similar level to pre-existing conditions (i.e. construction would not have a significant impact on intersection performance).	The proposed change extends partial closure of Hume Street between Clarke Lane and the Pacific Highway from early August. The closure of Hume Street has been extended under previous consistency assessments (SCN02, TSE05). During the proposed change one lane of traffic and a footpath on one side of the road would be open to the public. Vehicles will be able to travel west bound towards the Pacific Highway which would limit the impacts to traffic at this location.
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.	The proposed change would be consistent with T5.
EMM T15 – Pedestrian and cyclist access would be maintained at Crows Nest during the temporary closure of Hume Street, and at Martin Place during the temporary partial closure of Martin Place. Wayfinding and customer information would be provided to guide pedestrians and cyclists to alternative routes.	During the proposed change one lane of traffic and a footpath on one side of the road would be open to the public. Vehicles will be able to travel west bound towards the Pacific Highway which would limit the impacts to traffic at this location. Traffic management measures will be implemented to ensure safe movements in and around the station.

Relevant elements of the Approved Project	Proposed Change
EMM NV1 – The Construction Noise and Vibration Strategy would be implemented with the aim of achieving the noise management levels where feasible and reasonable.	The proposed change would be consistent with NV1.
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.	The proposed change would be consistent with LV1.
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.	The proposed change would be consistent with LV4.
EMM SCW3 – Erosion and sediment control measures would be implemented in accordance with Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004) and Managing Urban Stormwater: Soils and Construction Volume 2 (Department of Environment and Climate Change, 2008a). Measures would be designed as a minimum for the 80th percentile; 5-day rainfall event.	The proposed change would be consistent with SCW3.
EMM AQ1 – The engines of all on-site vehicles and plant would be switched off when not in use for an extended period.	The proposed change would be consistent with AQ1.
EMM AQ2 – Plant would be well maintained and serviced to minimise emissions. Emissions from plant would be considered as part of pre-acceptance checks.	The proposed change would be consistent with AQ2.
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.	The Community Communication Strategy would be implemented for the proposed works to notify any adjoining affected landowners and businesses.
CoA E5 – In addition to the performance outcomes, commitments and mitigation measures specified in PIR, all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	The proposed change would be consistent with CoA E5.
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.	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).
CoA E101 – Before commencement of permanent built surface works and/or landscaping, the Proponent must prepare Station Design and Precinct Plans (SDPP) for each station.... The SDPP(s) must present an integrated urban and place making outcome for each station or end state element.... Elements covered by SDPP(s) must be complete no later than the commencement of operation of the Sydney Metro to paid services, unless otherwise agreed with the Secretary.	Sydney Metro has submitted a letter to the Planning Secretary which outlines the elements of the SDPPs that will not be delivered by FPS. This letter included the works at Hume Street.

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	N	Hume Street is within the construction footprint (refer Figure 2-1b of Appendix J (Revised Synthesis) of the SPIR).
Is the location of works within the existing EPL premise boundary	N	An environmental protection licence (EPL) would not be required for the works.
Will the works take longer than 2 weeks to complete.	Y	The proposed works are anticipated commence in early August 2024 with completion proposed by the end of September 2024. These timeframes are weather dependent and may be subject to change.
Does the work require OOHV approval	Y	Work would largely be completed during standard construction hours however, some night shift may be required for certain work e.g. asphaltting and line marking pending traffic approvals. Out of hours works would be managed in accordance with the projects OOHV protocol and the Sydney Metro City and Southwest Construction Noise and Vibration Strategy (CNVS).
Will the works impact an EEC or threatened species	N	The clearing of EEC and impacts to threatened species are not required.
Will works impact on native vegetation	N	The clearing of native vegetation is not required.
Will the works impact on habitat trees	N	No clearing is proposed.
Will clearing of non EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact	N	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	N	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 with the works would extend into August and after FPS. Noise and vibration impacts are anticipated to be temporary, and localised in nature and will be managed in accordance with existing measures. Out of hours works would be managed in accordance with the OOHV protocol and the Sydney Metro City and Southwest Construction Noise and Vibration Strategy (CNVS). Receivers that have the potential to be affected by the works would be notified in accordance with the Community Communication Strategy.

Environmental review	Yes / No	Description of impacts (including consideration of safeguards required by the Approved Project)
Will the works result in medium/high air quality impacts	N	Similar to the Approved Project, the works have the potential to cause impacts to air quality through dust generation from minor excavation, 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	Y	The works will be located directly adjacent to commercial receivers and in close proximity to residential receivers. The extension of the works would be temporary and localised in nature and are not expected to generate any additional impacts 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. Traffic, and amenity impacts will be managed in accordance with existing mitigation measures.
Would there be additional impact from what was predicted in the EIS on an Aboriginal / Historic heritage site as a result of the works	N	No additional impacts to Aboriginal or Historic heritage are anticipated as part of the proposed change.
Are works within 10m of a watercourse	N	The proposed works are not within 10 metres of a watercourse.
Are works in an area of known contamination	N	The area around Hume Street is not a known area of contamination.
Will the works result in temporary or long-term traffic impacts	Y	The proposed change would require partial closure of Hume Street between Clarke Lane and the Pacific Highway. During the proposed change one lane of traffic and a footpath on one side of the road would be open to the public. Pedestrian traffic will alternate between the Southern and Northern sides of Hume St to separate plant from people. Vehicles will be able to travel west-bound towards the Pacific Highway which would limit the impacts to road network performance at this location. Reduced capacity and restriction of east-bound traffic on Hume Street may result in some congestion during peak periods however this impact would be temporary and can be mitigated existing conditions of approval and environmental mitigation measures.
Will the works result in visual impacts to sensitive receivers	Y	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 environmental mitigation measures.
Will the works involve significant earthworks	N	The works would involve minor, localised excavation and ground disturbance and can be managed appropriately by the existing conditions of approval and environmental mitigation measures.

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:

✓	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.
	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.
	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: 01/08/2024

Name: Cathy Lestrage

Position: Manager Planning Approvals


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 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:	Fil Cerone
Date:	1 August 2024