



Planning Approval Environmental Review Form

SM 22 00008046

Sydney Metro – Metro Body of Knowledge (MBoK)

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| Assessment Name: | Sydney Metro Western Sydney Airport – Orchard Hills Kent Rd/M4 Throw screen Replacement |
| | CPBG |
| Prepared for: | Sydney Metro |
| Assessment number | CPBG WSA ER-005 |
| Type of assessment: | Assessment under EP&A Act 1979, Division 5.2 |
| Version: | Draft (1.0) |
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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 – Western Sydney Airport Environmental Impact Statement, Submissions Report and EPBC Act Final Environmental Impact Assessment of off-airport proposed action (off-airport Final EIA). A description of activities is listed in Table 1 and an assessment provided in Section 2.

Table 1 Description of proposed works

| Description | Overview |
|---------------------------------|--|
| <p>Location of works</p> | <p>The proposed works would be undertaken in Orchard Hills on the Kent Road bridge above the M4 Motorway and would also require traffic control on the M4 Motorway. The work area would be located less than 100 metres north of the boundary of the Sydney Metro – Western Sydney Airport (SM-WSA) Orchard Hills construction site.</p>  <p>Figure 1: Location of Proposed Works</p>  <p>Figure 2. A single throwscreen to be replaced on Kent Rd bridge over M4</p> |
| <p>Scope of works</p> | <p>The proposed scope of works includes:</p> <ul style="list-style-type: none"> - Removal of one existing throw screen panel on the Kent Road bridge. |

| Description | Overview |
|---|--|
| | <p>- Installation of one new throw screen panel on the Kent Road bridge.</p> <p>Traffic control will be required on the M4 Motorway below the works. One high-speed westbound lane will be closed to permit works to be completed without the risk of falling objects on to the traffic below. In addition, traffic control will be required to manage traffic and contra flow arrangements near the work area on Kent Road</p> |
| <p>Justification for works</p> | <p>To meet the technical requirements of the Project during construction, CPBG had to monitor the effects and ground movements caused by the earth pressure balance tunnel boring machine (TBM) activities.</p> <p>During tunnelling, monitoring of ground movement to identify any adverse impacts to M4 assets located above the tunnel alignment was undertaken. In order to facilitate monitoring activities on M4 assets, a window was created in the anti-throw screen on the Kent Road bridge over the M4.</p> <p>As tunnelling works have now been completed, the throw screen impacted must now be reinstated thus requiring a new replacement throw screen to be installed prior to project completion.</p> |
| <p>Timeframe for works</p> | <p>It is anticipated that the works will be completed within a single shift. Nonetheless, in order to allow for contingency, it has been assumed that the works will be completed over the course of four shifts from 1 October 2024 to 4 October 2024.</p> |
| <p>Work hours, workforce and equipment / machinery</p> | <p>In order to comply with conditions of the Road Occupancy License (ROL) issued by the Traffic Management Centre, works would be undertaken between the hours of 10pm and 5am. The proposed works would be permissible as per Condition of Approval (CoA) E41(c) which stipulates that works may be undertaken outside of the hours specified in CoA E38 and E39 where permitted or required under an Environmental Protection Licence (EPL). The works would be undertaken as per Condition L5.8 of EPL 21672.</p> <p>The works would require a workforce of around 11 personnel (includes 8 x traffic control personnel on Kent Road and M4). The works would not result in an increase of personnel from what was assessed within the EIS which anticipated a peak construction workforce of 300 personnel at the Orchard Hills construction site.</p> <p>Plant and equipment that would be required to undertake the proposed works includes light vehicles, hand tools and traffic control devices.</p> <p>The plant and equipment required for the proposed activities is largely consistent with the required plant identified at the Orchard Hills construction site in Appendix B of the Submissions Report (Figure 2-39).</p> |

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 |
|--|--|
| Submissions Report Appendix B – Revised Project Description – Construction (2.3 Tunnelling and Associated works) | To meet the technical requirements of the Project during construction, CPBG had to monitor the effects and ground movements caused by the earth pressure balance tunnel boring machine (TBM) activities. To facilitate this activity a throw screen was altered and must be replaced. The throw screen works will occur outside the construction footprint but relate to an approved activity, tunnelling and associated works. |
| Submissions Report Appendix B – Revised Project Description – Construction | Construction hours As noted in Section 2.9.5 of the Revised Project Description, activities that may be carried out outside of standard construction hours include works on major roads in accordance with a Road Occupancy Licence. The proposed works require traffic control on the M4 Motorway and would require to be undertaken during out-of-hours to comply with the requirements of an ROL. Thus, works are consistent with what was assessed within the EIS. |
| SSI CoA E41 | The proposed works would be permissible as per SSI CoA E41(c) which stipulates that works may be undertaken outside of the hours specified in CoA E38 and E39 where permitted or required under an Environmental Protection Licence (EPL). The works would be undertaken as per Condition L5.8 of EPL 21672. |
| SSI CoA E47 | As detailed in the noise assessment provided in Table 3 below, predicted noise levels will be around the NML at residential receivers during periods outside of standard construction hours. In accordance with the requirements of CoA E47, should the predicated noise levels exceed NML, an addendum memo to the Detailed Noise and Vibration Impact Statement (DNVIS) will be prepared and a copy provided to the ER prior to the commencement of the works. |
| SSI CoA E49 | As detailed in the noise assessment provided in Table 3 below, noise levels at sensitive receivers as a result of the proposed works would not exceed the highly noise affected criteria. As such, CoA E49 would not be triggered. |
| EPBC 2020/8687 conditions | No proposed change. The proposed works would not impact protected matters covered by the EPBC 2020/8687 approval, this approval is not considered further. |
| REMM AH9 – Works within the bounds of existing Aboriginal Heritage Impact Permit areas should be undertaken in accordance with the conditions of those permits and with permission from the relevant Aboriginal Heritage Impact Permit holder. | Given that the work area is within an existing road, and no ground disturbance would be required, no additional non-aboriginal heritage impacts are anticipated. It is concluded that the proposed activity can be carried out in a manner consistent with the conditions and mitigation measures described in AHIP no C0000636 and associated REF and nothing further is required. Sydney Roads (the AHIP owner) is aware of ongoing works associated with the SM-WSA project within the AHIP boundary. |

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 proposed works would be undertaken in Orchard Hills on the Kent Road bridge above the M4 Motorway and would also require traffic control on the M4 Motorway. The work area would be located outside of the approved construction footprint less than 100 metres north of the boundary of the SM-WSA Orchard Hills construction site. Although the proposed works would be located outside of the approved footprint, given the minor nature of the works and their proximity to the approved footprint, no material change to the impacts assessed within the EIS are anticipated. |
| Is the location of works within the existing EPL premise boundary | No | The premise boundary for EPL 21672 would be updated to include the work area prior to works commencing. |
| Will the works take longer than 2 weeks to complete. | No | It is anticipated that the works will be completed within one shift. Nonetheless, in order to allow for contingency, it has been assumed that the works will be completed over the course of three shifts from 1 October 2024 to 4 October 2024. |
| Does the work require OOHW approval | Yes | The proposed works would be undertaken outside of standard construction hours. Out of hours works would be permitted as per CoA E41(c) and Conditions L5.8 of EPL 21672. |
| Will the works impact an EEC or threatened species | No | Works to be undertaken on an existing road. No clearing required. |
| Will works impact on native vegetation | No | Works to be undertaken on an existing road. No clearing required. |
| Will the works impact on habitat trees | No | Works to be undertaken on an existing road. No clearing required. |
| Will clearing of non EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact | No | Works to be undertaken on an existing road. No clearing required. |
| 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 works are not expected to exceed NML i.e. less than 5dBA over RBL, and therefore are considered low impact (confirmed by Renzo Tonin email assessment dated 27 Sept 2024 – refer attachment 1) |
| Will the works result in medium/ high air quality impacts | No | The proposed works would not require any land disturbance. |

| Environmental review | Yes / No | Description of impacts (including consideration of safeguards required by the Approved Project) |
|--|----------|---|
| Will the activity be located adjacent to or in close proximity to sensitive receivers | Yes | The nearest sensitive receiver is located around 102 metres south of the proposed works at 51 – 55 Kent Road, Orchard Hills. The next closest receiver is located north of the M4 Motorway at 23 Gulshan Avenue, Claremont Meadows. |
| 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>Aboriginal Heritage</p> <p>The Revised ACHAR (Appendix H of the SMWSA Submission Report) identified five AHIMS artefact scatter sites located within 200 metres of the northern extent of the Orchard Hills construction site (45-5-4424, 45-5-4429, 45-5- 4430, 45-5-4431 and 45-5-4477). All five of these sites have been destroyed under permit conditions and they are no longer extant. The proposed work area has been subject to AHIP no C0000636 .</p> <p>Given that the work area is within an existing road, and no land disturbance would be required, no additional non-aboriginal heritage impacts are anticipated.</p> <p>It is concluded that the proposed activity can be carried out in a manner consistent with the conditions and mitigation measures described in AHIP no C0000636 and associated REF and nothing further is required.</p> <p>Sydney Roads (the AHIP owner) is aware of ongoing works associated with the SM-WSA project within the AHIP boundary.</p> <p>Non-Aboriginal Heritage</p> <p>There are no non-Aboriginal heritage items in close proximity to the proposed works.</p> |
| Are works within 10m of a watercourse | No | The proposed works do not take place within 10m of any waterway. |
| Are works in an area of known contamination | No | Not applicable. No land disturbance would be required for the proposed works. |
| Will the works result in temporary or long-term traffic impacts | Yes | The works may result in short-term impacts to traffic due to lane closures on the M4 Motorway and Kent Road. The works will be undertaken outside of peak traffic hours as per the ROL in order to minimise any potential impacts. |
| Will the works result in additional impacts to sensitive receivers | No | The works would not result in impacts greater than what was assessed in the Project environmental assessment documentation. Works are consider Low Impact for noise and would not exceed NML (refer Attachment 1, Renzo Tonin email dated 27 Sept 2024). |
| Will the works involve significant earthworks | No | The proposed works do not require any land disturbance. |



4. Recommendation

Based on the above assessment, and with reference to the SM-WSA EIA and Submissions Report, including the Conditions of Approval and associated CEMP and plans, it is recommended that:

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| ✓ | The proposed design/construction change is consistent with the Approved Project SM-WSA EIA and Submissions Report 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 SM-WSA EIA and Submissions Report, 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: | 30 September 2024 |
| Name: |  |
| Position: | Environmental Coordinator / Approvals Manager |

6. Endorsement

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

| | |
|---|--|
| ✓ | The proposed design/construction change is consistent with the Approved Project SM-WSA EIS and Submissions Report, 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 Approved Project SM-WSA EIS and Submissions Report, 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 Approved Project SM-WSA EIS and Submissions Report 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.

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|---------------------|---|
| Signed: | |
| Endorsed by: | ██████████ - Director Project Environment, Sustainability & Planning Sydney Metro - Western Sydney Airport |
| Date: | 1/10/2024 |

Attachment 1.
Renzo Tonin email dated 27 September 2024

[REDACTED]

From: [REDACTED]
Sent: Friday, 27 September 2024 5:15 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Kent Road - OOHW

CAUTION: This email originated from outside of the Organisation.

Dear [REDACTED]

[REDACTED] has run the noise model this afternoon and has produced the following noise modelling summary:

Assumptions:

- Plant and equipment: 1x Cordless drill and 1x ute operating
 - Listed traffic control devices are turned off when the works are occurring
- Work location: As shown in the provided diagram

Results:

- Predicted noise levels ($L_{Aeq,15min}$) does not exceed the night NML at the most affected receiver (51-55 Kent Road receiver).
- Maximum instantaneous noise events (L_{Amax}) caused by actions like dropping materials on site, or bangs & clangs from the proposed works will need to be carefully managed. Where they are not managed, the L_{Amax} noise levels are likely to exceed the sleep disturbance criterion, and the works would not be compliant with the low impact works criteria. It is also more likely to cause disturbance to sensitive receivers that may result in complaint.
- The proposed works can be undertaken as low impact works, provided great care is taken to prevent maximum instantaneous noise events from occurring.

Please let us know if you would like us to proceed with creating a tech memo to formally summarise the modelling results or if this email is sufficient.

Regards,

[REDACTED]

From: [REDACTED]
Sent: Friday, 27 September 2024 9:26 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Kent Road - OOHW

[REDACTED]

There is an operational noise / visual mound in front of the premise that is approximately 3m high.

However, there is line of sight to the upper level of the premises.

Regards

[Redacted]



From: [Redacted]

Sent: Thursday, September 26, 2024 4:24 PM

To: [Redacted]

Subject: RE: Kent Road - OOHW

CAUTION: This email originated from outside of the Organisation.

[Redacted]

We should be able to advise on modelling outcomes by Monday, but report will probably be Tuesday. Quick review indicates that "low impact" will be borderline. The Leq assessment will probably be OK, but risk of sleep disturbance events would need to be managed.

Regards,

[Redacted]

From: [Redacted]

Sent: Thursday, 26 September 2024 4:03 PM

To: [Redacted]

Cc: [REDACTED]

Subject: Kent Road - OOHW

As discussed see below for details for the out of hours works we are planning in undertaking next Tuesday (1/10). The works will require the removal and replacement of one anti-throw screen on the Kent Road bridge above the M4. Location of the works depicted below



Traffic control will be required on the M4 motorway below the works. In addition, traffic control will be required to manage traffic and contra flow arrangements on Kent Road. The works would be undertaken between 10pm and 5am and would require the following plant and equipment:

- Power tool to be used one at a time – Cordless drill, Bolt cutters, Screw Drivers
- 1 Ute

Traffic Control Devices

- 2 Utes
- 2 Truck Cones
- 2 TMA

Would it be possible for you to undertake an assessment to confirm whether the works would be low impact?

Should your assessment identify impacts above the NML at any receivers, could you please provide a brief memo confirming that the noise impacts are consistent with what has been assessed in the approved Orchard Hills DNVIS, and therefore works can be managed as per the mitigation and management measures identified within the approved Orchard Hills DNVIS?

I understand that you may run into problems in completing our second request should your assessment indicate that noise would be above the low impact criteria at a resident where no or lesser impact than the DNVIS. Should you run into this issue, please let me know.

[REDACTED] you please assist in providing [REDACTED] any additional information about the works should she require it?

Thanks,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



[Redacted]

[Redacted]

[Redacted]

[Redacted]

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