

Planning Approval Environmental Review Form

SM-22-00008046

Sydney Metro – Metro Body of Knowledge (MBoK)

Assessment Name:	Sydney Metro Southwest Corridor – Use of Laydown at South Terrace, Bankstown
Prepared by:	Martinus Rail
Prepared for:	Sydney Metro
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Form information – do not alter

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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 SSI 8256 Conditions of Approval and the Sydenham to Bankstown Environmental Impact Statement (EIS), the Submissions And Preferred Infrastructure Report (SPIR), and the final Submissions Report. 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	Transport for New South Wales managed land, located directly adjacent to the Stacey Street overbridge along South Terrace, Bankstown.
Scope of works	Use of an additional area as temporary laydown for plant and vehicles associated with the Stacey Street overbridge barrier works as part of Southwest Metro Package 4.
Justification for works	Due to constructability and safety constraints, this area is required for use as a laydown as well as a crane pad during overbridge barrier construction.
Timeframe for works	May 2025 – December 2025
Work hours, workforce and equipment / machinery	Standard SSI 8256 Work hours, any OOHW usage will follow separate OOHW approval. No additional equipment or staff are expected as a result of the proposed change.

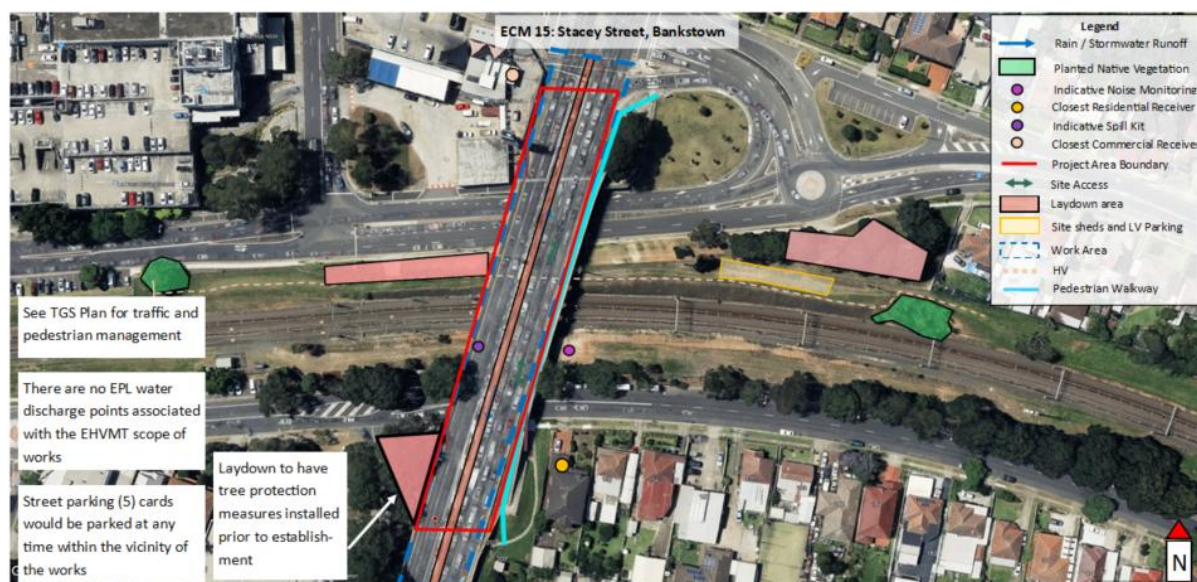


Figure 1 Location of works area

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>The approved Project (SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown) allows for materials laydown in the project area.</p> <p>The Construction Boundary near the Stacey Street overbridge, along South Terrace, Bankstown is defined in the Sydenham to Bankstown Submissions And Preferred Infrastructure Report Appendix B - Preferred project description Report, Section 1.1.1, Figure 1.15.</p>	<p>The proposed change would include an extension of the SSI 8256 Construction Boundary to allow for material laydown adjacent to the approved project site boundary for Bankstown Station. The triangular portion of proposed laydown adjacent to South Terrace and the Stacey St overbridge shown in Figure 1. The land is managed by Transport for New South Wales (TfNSW), where use of the laydown will occur under the subject that a weekly condition report is submitted to TfNSW that notes any changes in conditions of the area including the bridge wall, kerbing, verge, trees and signage. See Figure 2 below for evidence of the verification email from TfNSW.</p>
<p>Section 1.1.3 of the Submissions Report (Upgrading Bridges along the rail corridor)</p> <p>Works are required to 16 road overbridges and six underbridges located within the project area. The type of works required would vary and would be confirmed during detailed design.</p> <p>Generally, the bridge upgrade works would consist of providing enhanced protection to existing bridge piers, installation of anti-throw screens, vertical protection screens, vehicle collision barriers and general maintenance work.</p>	<p>The proposed change would include an extension of the SSI 8256 Construction Boundary to allow for a crane pad needed for overbridge barrier construction. Upgrading Bridges along the rail corridor is part of the Approved Project and the Stacey Street overbridge works at Bankstown are included in Table 1.11 of the Submissions Report.</p>

Figure 2 Evidence of landowner's consent

From: Khaled Dib <Khaled.Dib@transport.nsw.gov.au>
 Sent: Thursday, 10 April 2025 5:13 PM
 To: David Luong <david.luong@martinus.com.au>
 Cc: Evan Johnston <Evan.Johnston@martinus.com.au>; Domenic Alfiero <Domenic.Alfiero@martinus.com.au>; Wassim Habbouche <Wassim.Habbouche@transport.nsw.gov.au>
 Subject: RE: Stacey Street Work Zone - TfNSW Approval

Hi David,

TfNSW have reviewed the docs and have no objection to the use of the laydown area.

However, Martinus must submit a weekly condition report noting any damages or change in conditions of the area including bridge wall, kerbing, grass area, trees, and signage.

Kind Regards
Khaled Dib
 Integration Lead
 Sydney Integration and Place
 Planning, Integration and Passenger
 Transport for NSW

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Transport
for NSW



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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	Temporary occupation of Transport for New South Wales managed land to facilitate plant usage during Stacey Street overbridge barrier works.
Is the location of works within the existing EPL premise boundary	N/A	EHVMT is not operating under an EPL.
Will the works take longer than 2 weeks to complete.	Yes	The laydown is intended on being utilised until December 2025 and the Stacey Street overbridge works have been completed.
Does the work require OOHW approval	No	In the case the laydown requires OOHW usage, use of the laydown will be subject to separate OOHW approval
Will the works impact an EEC or threatened species	No	No EEC exists within the proposed laydown
Will works impact on native vegetation	No	No native vegetation will be impacted by establishing the laydown. As the laydown is proposed within the dripline of mature <i>Eucalyptus microcorys</i> , Tree Protection Zones (TPZ) will be established around any tree that has potential to interact with project vehicles.
Will the works impact on habitat trees	No	No habitat trees will be impacted by establishing the laydown
Will clearing of non-EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact	No	No clearing 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 closest sensitive receiver has no direct line of sight to the laydown and is separated by the Stacey Street overpass and consistent operational traffic. Noise and vibration impacts will not be greater than predicted in the CNVIS.
Will the works result in medium/ high air quality impacts	No	No medium/high air quality impacts expected from usage of the laydown
Will the activity be located adjacent to or in close proximity to sensitive receivers	Yes	The closest residential sensitive receivers (approximately 42m east of the laydown) are blocked from line of sight through the Stacey Street overbridge and consistent operational traffic flows. The closest commercial receiver is the South Terrace Plaza, comprising majorly of takeaway food stores (approximately 29m west of the laydown).
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	No ground disturbance is required at this proposed laydown.

Are works within 10m of a watercourse	No	The closest watercourse is a stormwater drain approximately 25m from the proposed laydown. No soil disturbance is proposed at the laydown, which promotes a very low risk of sediments or contaminants making their way into the drain as a result of laydown use.
Are works in an area of known contamination	No	According to the public register under section 308 of the Protection of the Environment Operations Act 1997 POEO Act 1997, no record of licensed activities have operated at the proposed laydown.
Will the works result in temporary or long-term traffic impacts	Yes	The key traffic impact is the single lane closure along the unnamed road adjacent to South Terrace. This temporary traffic impact has been assessed and approved within the Stacey Street overbridge Traffic Management Plan Rev1. This plan has undergone consultation with the required stakeholders, including CJP. Key feedback received from the CJP team regarding the South Terrace laydown was in support of the single lane closure on the unnamed lane adjacent to South Terrace, as opposed to a single-lane closure along South Terrace itself.
Will the works result in visual impacts to sensitive receivers	No	The laydown will be surrounded with temporary hoarding and Sydney Metro signage. Use of equipment such as cranes has been assessed as part of the Approved Project.
Will the works involve significant earthworks	No	No excavation works are required to establish the laydown.

4. Recommendation

Based on the above assessment, and with reference to the SSI 8256 Conditions of Approval and the Sydenham to Bankstown Environmental Impact Statement, including the associated CEMP and subplans, it is recommended that:

<input checked="" type="checkbox"/>	The proposed design/construction change is consistent with the SSI 8256 Conditions of Approval and the Sydenham to Bankstown Environmental Impact Statement, has negligible impacts on the community and environment and no further assessment is required.
<input type="checkbox"/>	The proposed design/construction change is likely to be consistent with the SSI 8256 Conditions of Approval and the Sydenham to Bankstown Environmental Impact Statement, 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.
<input type="checkbox"/>	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 April 2025

Name: Phil Matevski

Position: Martinus Environment Manager – Errant Hostile Vehicles Mitigation Treatments (Package 4)

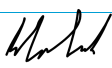
6. Endorsement

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

X	The proposed design/construction change is consistent with the SSI 8256 Conditions of Approval and the Sydenham to Bankstown Environmental Impact Statement, 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 SSI 8256 Conditions of Approval and the Sydenham to Bankstown Environmental Impact Statement, 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 SSI 8256 Conditions of Approval and the Sydenham to Bankstown Environmental Impact Statement.
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:	5/5/2025

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