

# Planning Approval Environmental Review Form

SM-22-00008046

Sydney Metro – Metro Body of Knowledge (MBoK)

<b>Assessment Name:</b>	Bringelly Power Utility Installation
<b>Prepared by:</b>	Parklife Metro
<b>Prepared for:</b>	Sydney Metro – Western Sydney Airport, Stations, Systems, Trains, Operations and Maintenance Works (SSTOM)
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## Table of Contents

<b>Environmental Review</b> .....	<b>3</b>
1. Proposed works and justification.....	3
2. Consistency with Conditions of Approval .....	5
3. Environmental review .....	8
4. Recommendation .....	10
5. Certification .....	10
6. Endorsement.....	11
Appendix A – Figures.....	12
Appendix A – AHIMS Search Results .....	15

# 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 additional 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 – Western Sydney Airport (SM-WSA) Environmental Impact Statement (EIS) and Submissions Report. A description of activities is listed in Table 1 and an assessment is provided in Section 2.

**Table 1 Description of proposed works**

Description	Overview
Location of works	<p>The work area addressed in this environmental review is located south of the Bringelly site outside the SM-WSA Project boundary as shown in Appendix A (Figure 1).</p> <p>The works are located within the road reserve on the eastern side of Derwent Road (between 37 Derwent Road and 43 Derwent Road).</p>
Scope of works	<p>The scope of work is to provide temporary low voltage (LV) power to the Bringelly site to facilitate construction work. Four (4) existing power poles require replacement to complete the installation of the LV power. The work includes the connection of the new poles and decommissioning/removal of the redundant replaced poles. (see Figures 2 &amp; 3)</p> <p>A further two (2) poles require replacement within the Project Boundary, along with the construction of the padmount substation within the Bringelly site. These works are mentioned for completeness and this environmental review only seeks endorsement for the portion of work on Derwent Road south of Project Boundary to Shannon Road.</p> <ul style="list-style-type: none"> <li>• Installation of 4 new power poles on the eastern side of Derwent Road (between 37 Derwent Road and 43 Derwent Road)</li> <li>• Disconnection of existing wires and reconnection to new poles</li> <li>• Decommissioning of redundant poles</li> </ul>
Justification for works	<p>The electricity connection works are part of the temporary power supply strategy for the Bringelly site. LV power to the Bringelly site will support operation of the construction stage ventilation fans, site facilities, shaft power and water treatment plant.</p> <p>The works have been designed in conjunction with Endeavour Energy and PLMs accredited service provider. The SM-WSA EIS outlines the approach that should be taken to identifying and selecting additional utility works. This environmental review addresses that process in Section 2 below.</p>
Timeframe for works	<p>Construction</p> <ul style="list-style-type: none"> <li>• Approximately 4 days for new pole installation. Current schedule commencing mid-August 2025 (pending approvals)</li> <li>• 1 day disconnect and move to new poles. Currently scheduled for early September in accordance with Endeavour Energy network requirements</li> <li>• 1-2 days decommission redundant poles scheduled for early September 25</li> <li>• Approximately 7 days of work will be required over a 2-week period</li> </ul>



## Work hours, workforce and equipment / machinery

Works	Method	Personnel and equipment
Services search and potholing as required	-Standard survey equipment -Hand dig as required -Backfill and make good surface	1-2 x light vehicle 1 x Survey Equipment Crew 4-5
Borehole and new pole installation	-Traffic management as per ROL requirements -Borehole approximately 2m depth -Tip and lift pole and set with concrete	1 x truck mounted bore rig and/or truck mounted crane arm with borer 1 x elevated working platform 1 x concrete agi truck 2 x work vehicles with hauling and rigging gear 1 x 25T Franna with Dogman and rigger Hand tools cutters and drills Up to 10 workers may be on site
Disconnection and reconnection of power lines	-Connections including HV lines as per Endeavor Energy specifications -Restraining of LV, existing cable reused as far as possible. -Ensure all cable to private property is fixed and secure	1-2 x elevated working platforms 2 x work vehicles Up to 8 workers may be on site
Pole decommissioning	-compaction equipment to reinstate ground - Placement of hot mix asphalt	1 x mounted crane arm 1 x elevated working platform 1-2 x light vehicle 1 x 5t Excavator Up to 10 workers may be on site

Work would generally be carried out during standard work hours as set out in Condition E38 of the Conditions of Approval.

(a) 7:00am to 6:00pm Mondays to Fridays, inclusive;

(b) 8:00am to 1:00pm Saturdays; and

(c) at no time on Sundays or public holidays

Out of hours works (OOHW) would be required for the disconnection and reconnection of the power lines. This work would be carried out in accordance with Endeavour Energy requirements.

Any road occupancy licence ROLs would be organised as required.

OFFICIAL

## 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><i>Chapter 8 of the EIS (Project description – construction) and Appendix B Revised Project Description of the Submissions Report</i></p> <p>Section 8.11.5 of the EIS and Section 2.11.5 of the Submissions Report allows for additional utility works that are required outside of the construction footprint for the project provided the works are consistent with the following performance criteria:</p> <ul style="list-style-type: none"><li>the works connect to the construction footprint or to a point adjacent to the construction footprint</li><li>the works have no direct impact on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts assessed in the Environmental Impact Statement</li><li>the works can be carried out and managed consistent with the performance outcomes identified in Chapter 27 (Synthesis) or as revised</li></ul>	<p>The electricity utility works are adjacent to the construction footprint at Bringelly as shown in Figure 1 -3 in Appendix A.</p> <p>The works would have no direct impact on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts assessed in the Approved Project.</p> <p>The works can be carried out and managed consistent with the project performance outcomes.</p>						
<p><i>Chapter 13 of the EIS (Aboriginal heritage) and Appendix J Aboriginal Archaeological Report of the Submissions Report</i></p> <p>One Aboriginal heritage item has been identified 10m south of the site for the Bringelly services facility.</p> <table><tr><th>AHIMS site</th><th>Description</th><th>Site Status and mitigation measures</th></tr><tr><td>45-5-2784</td><td>Site is described as B106 -Isolated artefact in an area disturbed by road construction-located approx. 10m south of the Bringelly construction footprint.</td><td>Protective fencing recommended to protect site.</td></tr></table>	AHIMS site	Description	Site Status and mitigation measures	45-5-2784	Site is described as B106 -Isolated artefact in an area disturbed by road construction-located approx. 10m south of the Bringelly construction footprint.	Protective fencing recommended to protect site.	<p>A search of the Aboriginal Heritage Information Management Sydney (search date 5 August 2025) confirmed three sites in the search area, all of which are known sites. No new sites were identified in the vicinity of the work areas. (see Appendix B). One site, as discussed in the EIS, was identified south of the Bringelly site on the western side of Derwent Road.</p> <p>The two sites noted in the AHIMS search east of Derwent Road are approximately 350m and 500m from the proposed work area and would not be impacted by the work.</p> <p>The intrusive construction works, for new power pole installation, are all contained within the eastern verge of Derwent Road. This area has been highly disturbed by the road construction works and existing power pole installation. The unexpected heritage finds procedure would be implemented during construction.</p> <p>All workers would be inducted into the location of site 45-5-2784 and the area would be marked as a no-go zone with temporary protective fencing. Any access to the existing pole in this location would be via the existing property driveway to avoid any unintended impact to the artefact.</p>
AHIMS site	Description	Site Status and mitigation measures					
45-5-2784	Site is described as B106 -Isolated artefact in an area disturbed by road construction-located approx. 10m south of the Bringelly construction footprint.	Protective fencing recommended to protect site.					
<p><b>CSSI CoA E2 – Minimising clearing of native vegetation</b></p>	<p>Derwent Road reserve is mown / slashed grass only. No clearing of vegetation would be required and no areas of remnant vegetation remain within the work area.</p>						



	In addition, land to the south of Western Sydney International, including the area including and around the Bringelly site, is covered by the approved South West Growth Centre Strategic Assessment. Impacts on matters of national environmental significance (MNES) and Commonwealth land protected by the Environmental Protection and Biodiversity Conservation Act (EPBC Act) have already been assessed and approved under that strategic assessment. Any potential impacts of the works on biodiversity do not require further State or Commonwealth approval and would not be subject to further assessment.
<b>CSSI CoA E36</b> – The Unexpected Heritage Finds and Human Remains Procedure must be implemented	The proposed works will be subject to the Sydney Metro Unexpected Heritage Finds and Human Remains Procedure.
<b>CSSI CoA E38</b> Construction Hours Work must only be undertaken during the following hours: (a) 7:00am to 6:00pm Mondays to Fridays, inclusive; (b) 8:00am to 1:00pm Saturdays; and (c) at no time on Sundays or public holidays.	Construction works will be undertaken during standard construction hours, with the exception of one day of connection works. In accordance with Endeavour Energy requirements this will take place on a Sunday. Works outside of standard hours, in accordance with utility service operator requirements, are able to be carried out under the conditions of Environmental Protection Licence EPL 21807.
<b>CSSI CoA E83</b> The utilities and services The utilities and services (hereafter “services”) potentially affected by construction must be identified to determine requirements for diversion, protection and / or support. Alterations to services must be determined by negotiation between the Proponent and the service providers. Disruption to services resulting from construction must be avoided, wherever possible, and advised to customers where it is not possible.	The works have been approved by Endeavour Energy and will be carried out by PLMs Accredited Service Provider. Cutover works, to connect power to the new poles, will require a planned power outage and will be managed in accordance with Endeavour Energy’s consultation requirements (under the National Electricity Customer Framework). All network shutdowns are undertaken as advised by the utility operator.
<b>CSSI CoA E109</b> Construction Parking and Access Management Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: (a) minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive use (s); (d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP.	Traffic management will include work being carried out in accordance with the approved Traffic Management Plan or Traffic Guidance Scheme. All works will comply with the approved ROL where required.  No idling, queueing or marshalling of vehicles will be required. Pedestrian or shared user paths will not be blocked. Any access to residential driveways will be in consultation with the property owner. Spoil haulage is not applicable to these works.
<b>CSSI CoA E110</b> – Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Work to deliver the energy utility work will be carried out in conjunction with Endeavour Energy through PLMs Accredited Service Provider.
<b>CSSI CoA E120</b> The CSSI must be designed and constructed with the objective of minimising impacts to, and interference with utilities infrastructure, and that such infrastructure and property is protected during construction. Utilities,	The works have been designed in accordance with Endeavour Energy guidelines. The work has been approved by Endeavour Energy and will be carried out by PLMs Accredited Service Provider. Cutover works, to connect power to the new poles, will require a

<p>services and other infrastructure potentially affected by construction must be identified before works affecting the item, to determine requirements for access to, diversion protection, and / or support. The relevant owner(s) and / or provider(s) of services must be consulted to make suitable arrangements for access to diversion, protection, and / or support of the affected infrastructure as required. The Proponent must ensure that disruption to any service is minimised and be responsible for advising local residents and businesses affected before any planned disruption of service.</p>	<p>planned power outage and will be managed in accordance with Endeavour Energy's consultation requirements (under the National Electricity Customer Framework). All network shutdowns are undertaken as advised by the utility operator.</p>
<p><b>Revised performance outcome (Aboriginal heritage)</b></p> <p>The heritage significance of Aboriginal objects and places are protected, conserved and/or managed in order to ensure the project does not diminish the story and cultural understanding associated with the objects and places of Aboriginal people in New South Wales</p>	<p>A search of the Aboriginal Heritage Information Management Sydney (search date 5 August 2025) confirmed no new sites in the vicinity of the work areas. (see Appendix B).</p> <p>The work area has been highly disturbed by the construction of Shannon Road, the associated swale drains and existing electrical and communications infrastructure. The unexpected heritage finds procedure would be implemented during construction.</p> <p>All workers would be inducted into the location of site 45-5-2784 and the area would be marked as a no-go zone with temporary protective fencing. Any access to the existing pole in this location would be via the existing property driveway to avoid any unintended impact to the artefact.</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	Works are outside the construction footprint assessed by the Approved Project. No additional impacts are predicted for these works outside the construction boundary.
Is the location of works within the existing EPL premise boundary	No	EPL no 21807 has been issued to Webuild S.P.A for the Sydney Metro Western Sydney Airport - Stations, Systems, Trains, Operations and Maintenance Package. The EPL premise boundary will be amended to incorporate any works approved under this environmental review.
Will the works take longer than 2 weeks to complete.	No	Utility construction works may take approximately 7 days of work over a 2 week period complete. Cutover to the new poles will require a power shutdown so the work can be completed safely. This shutdown will be managed in accordance with Endeavour Energy requirements (under the National Electricity Customer Framework). One day of OOHW are anticipated for the cutover as determined by Endeavour Energy. OOHW, as stipulated by the utility operator, would be managed separately to this environmental review. Traffic management requirements will be managed through the traffic management process, CTMP and include all works in accordance with required ROLs.
Does the work require OOHW approval	Yes	OOHW are anticipated for the proposed works. Assessment and approval processes would be followed, in accordance with the PLM OOHW Procedure for the project.
Will the works impact an EEC or threatened species	No	The clearing of EEC and impacts to threatened species are not required for the proposed works.
Will works impact on native vegetation	No	The work areas along Derwent Road are mown and slashed grass verges. There will be no impact to biodiversity from the works and the clearing of native vegetation is not required for the proposed works.
Will the works impact on habitat trees	No	Clearing habitat trees is not required.
Will clearing of non EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact	No	Ground disturbance is only required in areas that are already highly disturbed. There is no work in areas of high or moderate value vegetation. No EECs are recorded in this location. In addition, the area is Certified land under the South West Growth Centre Strategic Assessment, and attracts no further biodiversity assessment requirements.



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 to install the new power poles will have a minor short term noise impact on adjacent residential receivers. The truck mounted bore, for pole footing construction, has been identified as the noisiest activity. While this work will exceed the NML at the nearest residential receiver, the work at each location is of short duration (<1 hour) and only be carried out in standard working hours. The works will not be greater than that predicted in the Approved Project. Management of noise impacts will be communicated to the workforce during specific survey team toolbox talks.
Will the works result in medium/ high air quality impacts	No	Possible air quality impacts include dust and particulates generated from plant and equipment but these are expected to be minimal due to the limited area of disturbance. With the implementation of mitigation measures included in the Air Quality Management Sub-Plan impacts would be managed.
Will the activity be located adjacent to or in close proximity to sensitive receivers	Yes	Residential properties are located along Derwent Road. The nearest receiver is approximately 33m from the nearest pole installation location. Consultation with residents will be in accordance with Endeavour Energy consultation requirements (under the National Electricity Customer Framework).
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	There will be no additional impact to Aboriginal or historic heritage sites. For works in the vicinity of site 45-5-2784, all workers would be inducted into the location of site and the area would be marked as a no-go zone with temporary protective fencing. Any access to the existing pole in this location would be via the existing property driveway to avoid any unintended impact to the artefact.
Are works within 10m of a watercourse	No	The proposed works are not within 10m of a watercourse.
Are works in an area of known contamination	No	The proposal would not result in any change to the location of areas of environmental concern, potential contamination sources and overall risk ratings, compared to the Approved Project. The Contamination and Asbestos Unexpected Finds Procedure will be implemented during the construction.
Will the works result in temporary or long-term traffic impacts	No	Any traffic controls will be installed in accordance with the approved TMP and approved ROL where applicable. There are no anticipated long-term traffic impacts and access to properties would be maintained at all times, or as agreed with the resident if the driveway temporarily required. Temporary impacts would be localised and can be managed appropriately by the existing conditions of approval, REMMs and performance outcomes.
Will the works result in visual impacts to sensitive receivers	No	No change from the Approved Project
Will the works involve significant earthworks	No	The works will involve minor earthworks and are consistent with the scope of work originally approved. No additional mitigation measures required

## 4. Recommendation

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

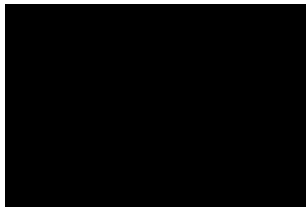


The proposed design/construction change is consistent with the Approved Project SM-WSA EIS and Submissions Report, including the conditions of approval, has negligible impacts on the community and environment and no further assessment is required.

## 5. Certification

The above information provides a true and fair review of the proposed works.

**Prepared by (signed):**



**Date:** 07/8/25

**Name:** 

**Position:** Parklife Metro D&C Environment 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.

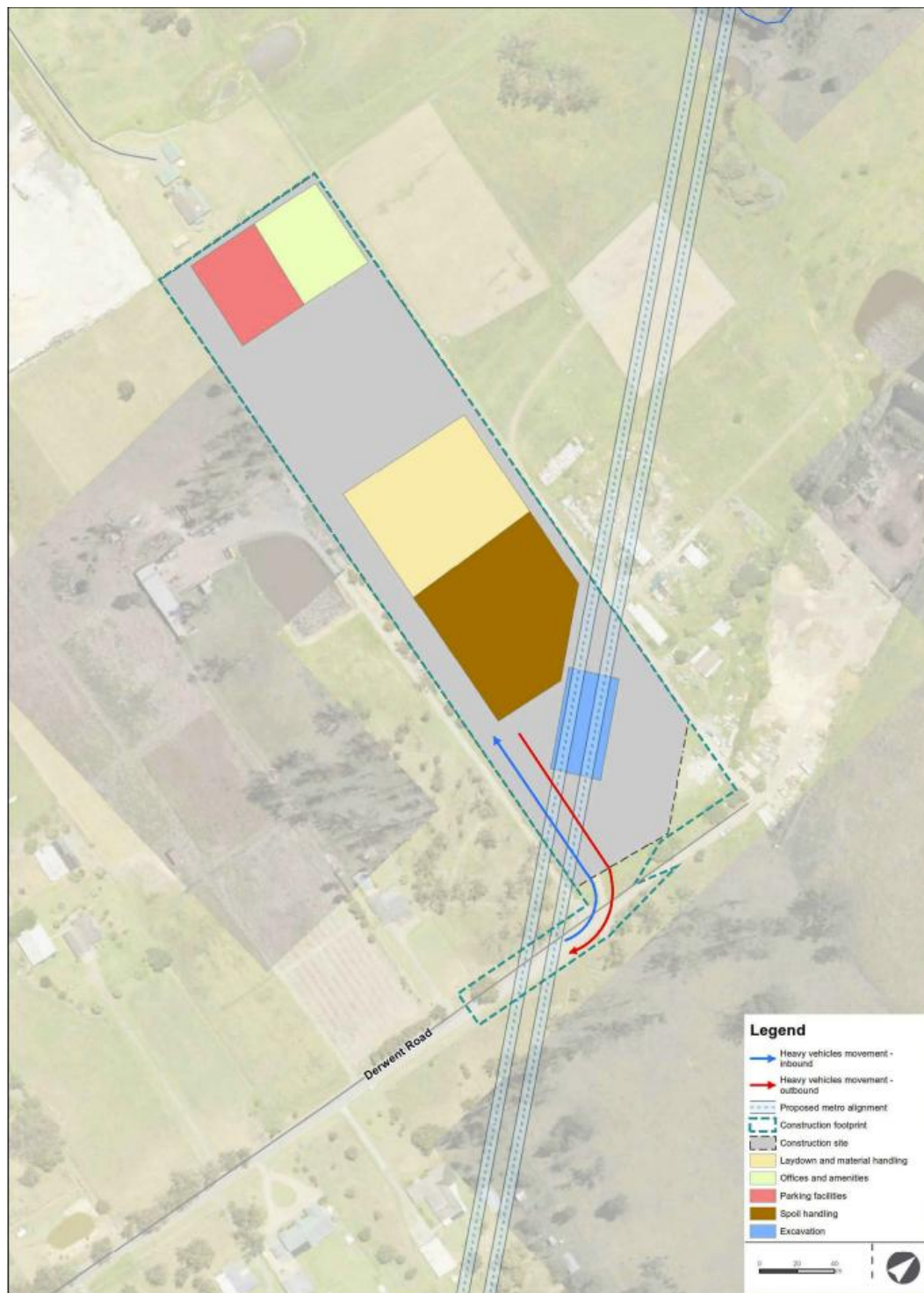
This endorsement is conditional on the following:

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.
3. Working in the vicinity of the AHIMS site must be undertaken in accordance with the CSSI ACHMP - the area would be marked as a no-go zone with temporary protective fencing.

Signed:	
Endorsed by:	A/Senior Manager Planning Approvals
Date:	07/08/2025



## Appendix A – Figures



**Figure 1** Approved construction boundary. (Figure from Submissions Report Revised Project Description)



**Figure 2** Location of proposed utility works







## Appendix B – AHIMS Search Results

