



# Planning Approval Environmental Review Form

SM-22-00008046

Sydney Metro – Metro Body of Knowledge (MBoK)

<b>Assessment Name:</b>	Hurlstone Park Garage Demolition
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Sydney Metro
<b>Assessment number</b>	TfNSW 93 – ER – Hurlstone Park Garage Demolition
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<b>Date required:</b>	April 2026
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Form information – do not alter

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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 .....	6
3. Environmental review .....	8
4. Recommendation .....	12
5. Certification .....	12
6. Endorsement.....	13

# 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 Sydenham to Bankstown Environmental Impact Statement (EIS), Submissions and Preferred Infrastructure Report (SPIR). A description of activities is listed in Table 1 and an assessment provided in Section 2.

The removal of an existing garage on a private property is required to enable security fencing to be installed adjacent to Platform 2 at Hurlstone Park Station. In its current state the structural integrity of the garage is poor and poses risk to the constructability of the security fence as well as future Sydney Metro operations. The proposed works also includes the pruning of two street trees at the entry/exit point of the property to enable required machinery to access the garage located to the rear of the property. These works are critical to enable security fencing to be installed prior to trial running and operation of the Sydney Metro M1 Northwest and Bankstown Line.

This Environmental Review assesses potential impacts associated with the proposed works.

Table 1 Description of proposed works

Description	Overview
Location of works	<p>The proposed works are located on a private property at [REDACTED], Hurlstone Park, also known as [REDACTED]. The property is approximately 460m<sup>2</sup> and abuts the Sydney Metro M1 Northwest &amp; Bankstown Line [REDACTED]. The property shares an approximate boundary of 72m with the Project.</p> <p>The property is in the City of Canterbury Bankstown Council local government area and is zoned R3: Medium Density Residential. The property does not include any heritage items, however, abuts the curtilage of Local Heritage Item <i>1175 Hurlstone Park Railway Station</i> directly to the [REDACTED] and the <i>C4 Floss Street Heritage Conservation Area</i> directly to the [REDACTED].</p> <p>The proposed works subject of this environmental review would be located at the northeastern extent of the lot, in addition to the pruning of two street trees on [REDACTED] to enable machinery access into the property to undertake the works (Refer to Figure 1).</p>
Scope of works	<p>The proposed works subject to this Environmental Review includes the demolition and removal of the existing garage down to the slab level and pruning of two street trees to enable machinery access.</p> <p>Other associated works, not subject to this Environmental Review, include the installation of security fencing and vegetation removal within the project boundary.</p> <p>The design of the works is provided in Appendix A.</p>
Justification for works	<p>The property of [REDACTED] St backs onto [REDACTED] at Hurlstone Park Station. In July 2021, the pre-existing boundary fence collapsed (single skin brick). An investigation undertaken at the time found that the collapse was likely related to structural instability of fence and not related to Sydney Metro construction activities. This outcome was communicated to the property owner, who disagreed with this assessment. Considering the</p>

	<p>potential safety risk, Sydney Metro instructed the Contractor (DTI) to remove the remainder of the fence.</p> <p>During this activity the subject garage, adjacent to the impacted fence, was determined to be of poor structural integrity and subsequently propped up externally by DTI on instruction from Sydney Metro due to it being a safety risk. This temporary propping is still in place.</p> <p>A private agreement between Sydney Metro and the property owner has been reached whereby Sydney Metro has agreed to remove the garage down to slab level. This arrangement will allow critical works on the associated Sydney Metro security fence to proceed prior to trial running and operation whilst ensuring a safe environment within the property. A replacement garage does not form part of the Sydney Metro scope.</p>
<p><b>Timeframe for works</b></p>	<p>The works are proposed to commence mid-April for a period of 2 weeks. This duration excludes works to remediate any unknown contamination.</p>
<p><b>Work hours, workforce and equipment / machinery</b></p>	<p><b>Work hours:</b> Standard Construction hours</p> <ul style="list-style-type: none"> <li>• Monday to Friday 7am-6pm</li> <li>• Saturday 8am-6pm</li> <li>• No works on Sunday or Public Holidays</li> </ul> <p>Works are not proposed to be undertaken on Saturdays in agreement with the landowner.</p> <p><b>Workforce:</b> 8-16 people</p> <p><b>Equipment/Machinery:</b></p> <p>Equipment and machinery for demolition and associated fencing works:</p> <ul style="list-style-type: none"> <li>• 5t excavator</li> <li>• Bogie, tipper truck and hook bin heavy rigid to remove waste</li> <li>• Delivery truck to float excavator</li> <li>• Generator for small tool charging and any dust suppression</li> <li>• Core drilling rig to enable fence post installation</li> <li>• Mister to suppress dust</li> <li>• Tree pruning hand tools and mulcher</li> <li>• Hand tools for fence installation, and demolition works.</li> </ul>



Figure 1 Location of [redacted] Hurlstone Park

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## 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><b>EIS Section 8.1.3 – Works to convert stations and the rail line to Sydney Metro operations – other works, Security fencing</b></p> <p>The EIS states that security fencing would be installed as part of the project. This would comprise a new security fence along both sides of the rail corridor.</p>	<p>Demolition and removal of the existing garage will enable Sydney Metro to safely install security fencing along the length of the shared boundary. The garage in its current state is unsafe and poses a risk to the project both in terms of constructability of the security fence and operationally due to its adjoining location to the station and risk of failure.</p> <p>The proposed works provide an operational benefit and remain consistent with the description of works provided within the EIS. The security fencing is a critical component to the operational stage of the Project.</p>
<p><b>EIS Section 7.2.1 Urban design</b></p> <p>The design of stations and associated interchanges needs to address accessibility, safety, and comfort, while retaining a strong identity, incorporating elements of station heritage, and providing for a modern rail service.</p>	<p>The proposed change for the demolition and removal of the garage is required for the installation of the security fence to run along the rear boundary of the subject property. Continuous security fencing design across the project has been considered to address urban design principles set out in the EIS.</p>
<p><b>EIS Section 7.2.5 Crime prevention through environmental design</b></p> <p>The design of stations, interchange facilities, car parks, and accessible areas has been, and would continue to be, informed by CPTED principles. This involves incorporating, as a minimum, the three main CPTED strategies:</p> <ul style="list-style-type: none"> <li>• natural access control</li> <li>• natural surveillance</li> <li>• territorial reinforcement.</li> </ul> <p>The station designs have been developed with consideration given to these principles, to provide safe and secure places, with design response including passive and physical security.</p>	<p>Security fencing is required at all Sydney Metro stations and is a key crime prevention through environmental design strategy, especially in terms of territorial reinforcement. The proposed works will enable the installation of the security fence at this location in line with CPTED strategies.</p>
<p><b>REMM: SC6 – Soils &amp; Contamination (Design/Pre-Construction)</b></p> <p>Hazardous materials surveys would be undertaken during detailed design for all proposed demolition activities, and for utility adjustments as required.</p>	<p>Prior to commencing demolition, the Contractor will inspect the garage and undertake a hazardous materials survey. A clearance certificate will be provided at the end of the works as an artifact of completion.</p> <p>Utility adjustments are not applicable. The domestic low voltage feed for garage lighting will be removed and made safe within project controls and licencing (licenced electrician).</p>
<p><b>CoA E5</b></p> <p>The Proponent must commission an independent experienced and suitably qualified arborist, to prepare a comprehensive Tree Report(s) before removing any trees as detailed in the documents listed in Condition A1. The</p>	<p>No change from the Approved Project. Although no trees are proposed to be removed as a result of these works, the pruning of street trees will be included in an updated project</p>

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<p>Tree Report may be prepared for the entire CSSI or separate reports may be prepared for individual areas where trees are required to be removed. The report(s) must identify the impacts of the CSSI on trees and vegetation within and adjacent to the Construction footprint. The report(s) must include:</p> <ul style="list-style-type: none"> <li>(a) a description of the conditions of the tree(s) and its amenity and visual value;</li> <li>(b) consideration of all options to avoid tree removal, including relocation of services, redesign or relocation of ancillary components (such as substations, fencing etc.) and reduction of standard offsets to underground services; and</li> <li>(c) measures to avoid the removal of trees or minimise damage to existing trees and ensure the health and stability of those trees to be protected. This includes details of any proposed canopy or root pruning, root protection zone, excavation, site controls on waste disposal, vehicular access, storage of materials and protection of public utilities.</li> </ul> <p>A copy of the report(s) must be submitted to the Planning Secretary before the removal or pruning of any trees, including those affected by site establishment Work. All recommendations of the report must be implemented by the Proponent, unless otherwise agreed by the Planning Secretary.</p>	<p>Tree Report and submitted for to the Planning Secretary for information.</p>
<p><b>CoA E17</b></p> <p>The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction and during operational maintenance works.</p>	<p>No change from the Approved Project. The Unexpected Heritage Finds and Human Remains Procedure is in place and would be utilised if necessary.</p>


### 3. Environmental review

The following table provides a risk review of the potential environmental impacts of the proposed works.

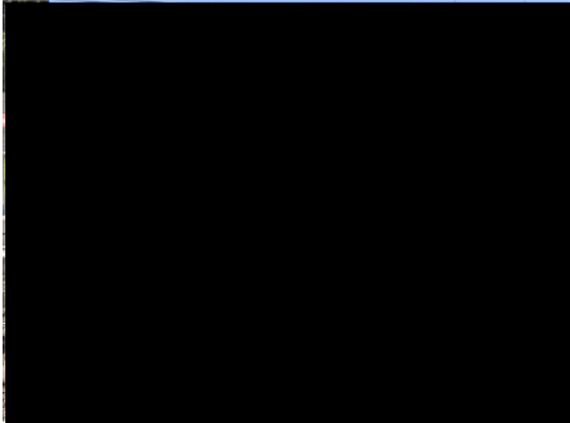
Table 3 Environmental review

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	The works take place outside of the construction footprint of the project. The existing garage abuts the project boundary to the [REDACTED] of Hurlstone Park Station.
Is the location of works within the existing EPL premise boundary	Yes	An amendment to the existing EPL (21147) for the Project would be required for the works. EPL premise map will be amended to include the subject property.
Will the works take longer than 2 weeks to complete.	No	The works are proposed to commence mid-April will take no longer than two weeks to complete.
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	No TEC identified in the proposed area.
Will works impact on native vegetation	No	The clearing of native vegetation is not required.
Will the works impact on habitat trees	Unknown	<p>At this stage, it has not been determined whether the street trees proposed to be pruned to allow for machinery access are habitat trees. This will be assessed when the Project Arborist attends the site to review the extent of the proposed pruning.</p> <p>Pruning will be undertaken to ensure impacts are minimal and will consider the long-term health and wellbeing of the subject trees. The project's tree report will be updated in accordance with CSSI 8256 Condition of Approval E5 and submitted to the Department of Planning, Housing &amp; Infrastructure for information prior to pruning being undertaken.</p> <p>If the trees are found to be habitat trees pruning activities would be undertaken in accordance with the Flora and Fauna Procedure held within <i>Appendix E: Environmental Procedures - Environmental Risk Action Plan</i> of the CEMP.</p>
Will clearing of non EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact	No	Clearing or ground disturbance in areas of high or moderate value vegetation will not occur.
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	Yes	<p>At detailed in Section 12.5.6 of the EIS, the Hurlstone Park noise catchment area (NCA03) is dominated by residential dwellings with some commercial premises located north and east of the station.</p> <p>The proposed works are located within NCA03. In relation to the location of the works, receivers on Commons Street, Duntroon Street and Hopetoun Street would be located near the demolition works.</p> <p>The proposed works are not expected to generate any additional noise above those already assessed as part of the Approved Project and can be managed as per the</p>

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		<p>Construction Noise and Vibration Strategy (CNVS), Construction Environmental Management Plan (CEMP), CEMP sub-plans and Construction Traffic Management Plan (CTMP).</p> <p>Receivers that have the potential to be affected by the works would be notified in accordance with the Community Communication Strategy (CCS).</p>
<p>Will the works result in medium/high air quality impacts</p>	<p>No</p>	<p>Similar to the Approved Project, the works have the potential to cause impacts to air quality through dust generation from demolition and removal of the garage.</p> <p>Any emissions or dust generated by the works are anticipated to be localised and minimal and will be managed in accordance with existing conditions and mitigation measures within the CEMP and CEMP sub-plans for the Approved Project.</p>
<p>Will the activity be located adjacent to or in close proximity to sensitive receivers</p>	<p>Yes</p>	<p>The closest sensitive receivers are located approximately [redacted] away at Nos [redacted], Hurlstone Park, which are single dwelling homes that back on to the eastern boundary of the subject lot.</p> <p>Due to the nature of the proposed works and that they will only be undertaken during standard construction hours (Monday to Friday) there will be no further impacts to those that have been assessed in the Approved Project.</p> <p>Receivers that have the potential to be affected by the works would be notified in accordance with the Community Communication Strategy.</p>
<p>Would there be additional impact from what was predicted in the EIS on an Aboriginal / Historic heritage site as a result of the works</p>	<p>Yes</p>	<p>The property borders Local Heritage Item <i>1175 Hurlstone Park Railway Station</i> directly to the northwest and the <i>C4 Floss Street Heritage Conservation Area</i> directly to the east (refer to Figure 2).</p>  <p><b>Figure 2: Location heritage item and conservation area (NSW Planning Portal Spatial Viewer)</b></p> <p>The garage is located in the northern corner of the lot on the boarder of the heritage item and conservation area, however is not located within any heritage curtilages or adjoins any structures of heritage fabric.</p> <p>There maybe potential archaeology in this vicinity given its location, however the demolition of the garage does not</p>

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		<p>include removal of the existing slab, or any excavation or ground disturbance. The proposed works are unlikely to uncover any archaeological heritage.</p> <p>The proposed works are not expected to generate any additional heritage impacts to those already assessed as part of the Approved Project and can be managed as per the CEMP, CHMP, Unexpected Heritage Finds and Human Remain Procedure, and other relevant sub-plans.</p>
Are works within 10m of a watercourse	No	There are no watercourses within a 10m radius. The nearest water course (Cooks River) is located approximately 490m away.
Are works in an area of known contamination	No	<p>There is no known contamination in the proposed area.</p> <p>Prior to commencing demolition, the Contractor will inspect the garage and undertake a hazardous materials survey.</p> <p>Demolition and removal of the garage will be managed in accordance with existing conditions and mitigation measures within the CEMP and CEMP sub-plans for the Approved Project.</p>
Will the works result in temporary or long-term traffic impacts	No	<p>The proposed works are contained in [REDACTED] (in addition to pruning of two street trees) and is short term duration.</p> <p>The proposed works will not result in temporary or long-term traffic impacts.</p>
Will the works result in visual impacts to sensitive receivers	Yes	<p><b>Construction</b></p> <p>Visual impacts during construction would be negligible due to the proposed works being located to the rear of [REDACTED] and adjacent to Hurlstone Park Station. There is no public view to this area from [REDACTED]. The pruning of the two street trees would result in a minimal and temporary impact to views of the existing street trees.</p> <p><b>Operation</b></p> <p>The proposed works would result in negligible visual changes from both platforms at Hurlstone Park Station only. Previously, the view south from the platforms was the previous (failed) brick wall with a small view of the top of the garage. Current design includes the replacement of the brick wall with a 1.8m high Colourbond fencing arrangement. The view of the existing garage does not provide visual amenity value.</p> 

		<b>Figure 3: View [REDACTED] from Hurlstone Park Station Platform 1 (Google Maps)</b>
Will the works involve significant earthworks	No	There are no earthworks proposes as part of the garage demolition works.

## 4. Recommendation

Based on the above assessment, and with reference to the Sydney Metro Sydenham to Bankstown EIS, 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 Sydenham to Bankstown EIS and 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 Sydenham to Bankstown EIS and 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):**

[Redacted Signature]

**Date:** 26 March 2026

**Name:** [Redacted Name]

**Position:** Environment Manager

## 6. Endorsement

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

✓	The proposed design/construction change is consistent with the Sydenham to Bankstown EIS and 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 Sydenham to Bankstown EIS and 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.

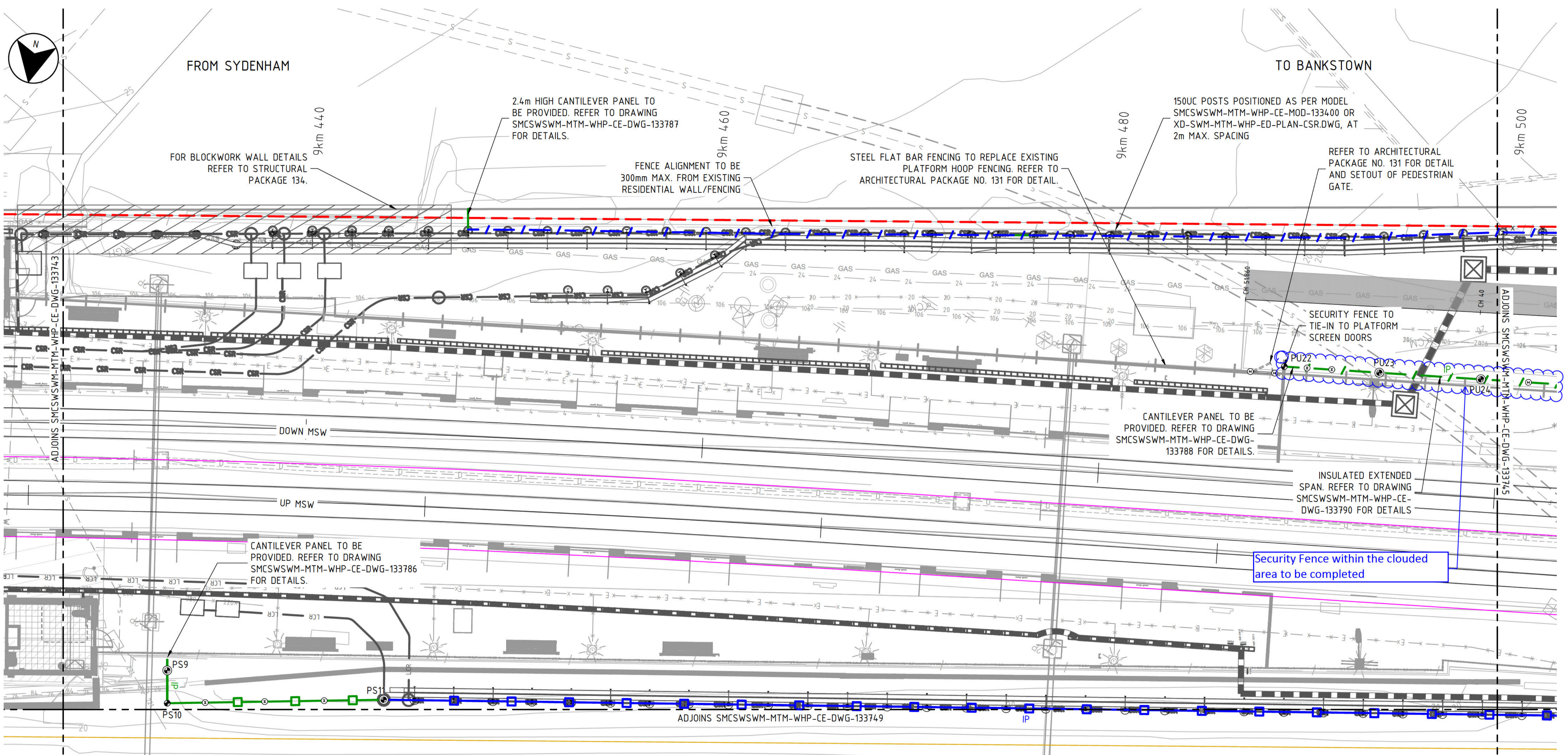
This endorsement is conditional on the following:

1. All works will be carried out in accordance with the Sydney Metro Sydenham to Bankstown EIS, 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.

<b>Signed:</b>	[Redacted Signature]
<b>Endorsed by:</b>	A/ Senior Manager Planning Approvals Environment, Sustainability and Planning Sydney Metro
<b>Date:</b>	26.03.2026

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## Appendix A – Designs

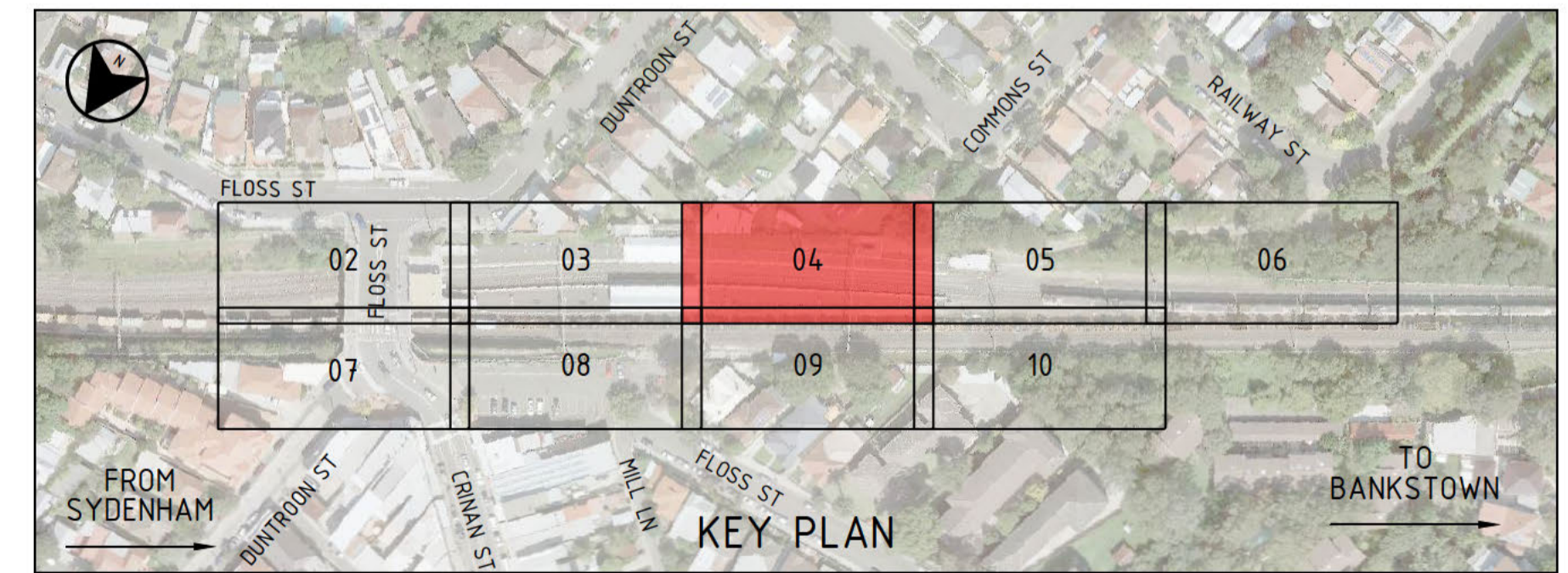


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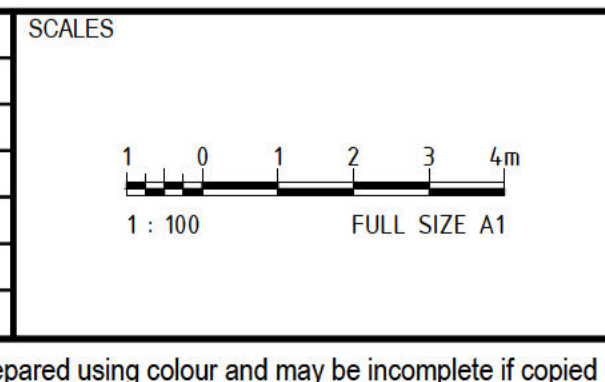
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PU24	327219.228	6246139.188
SEGREGATION FENCE		
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PS10	327265.838	6246188.988
PS11	327256.787	6246182.889



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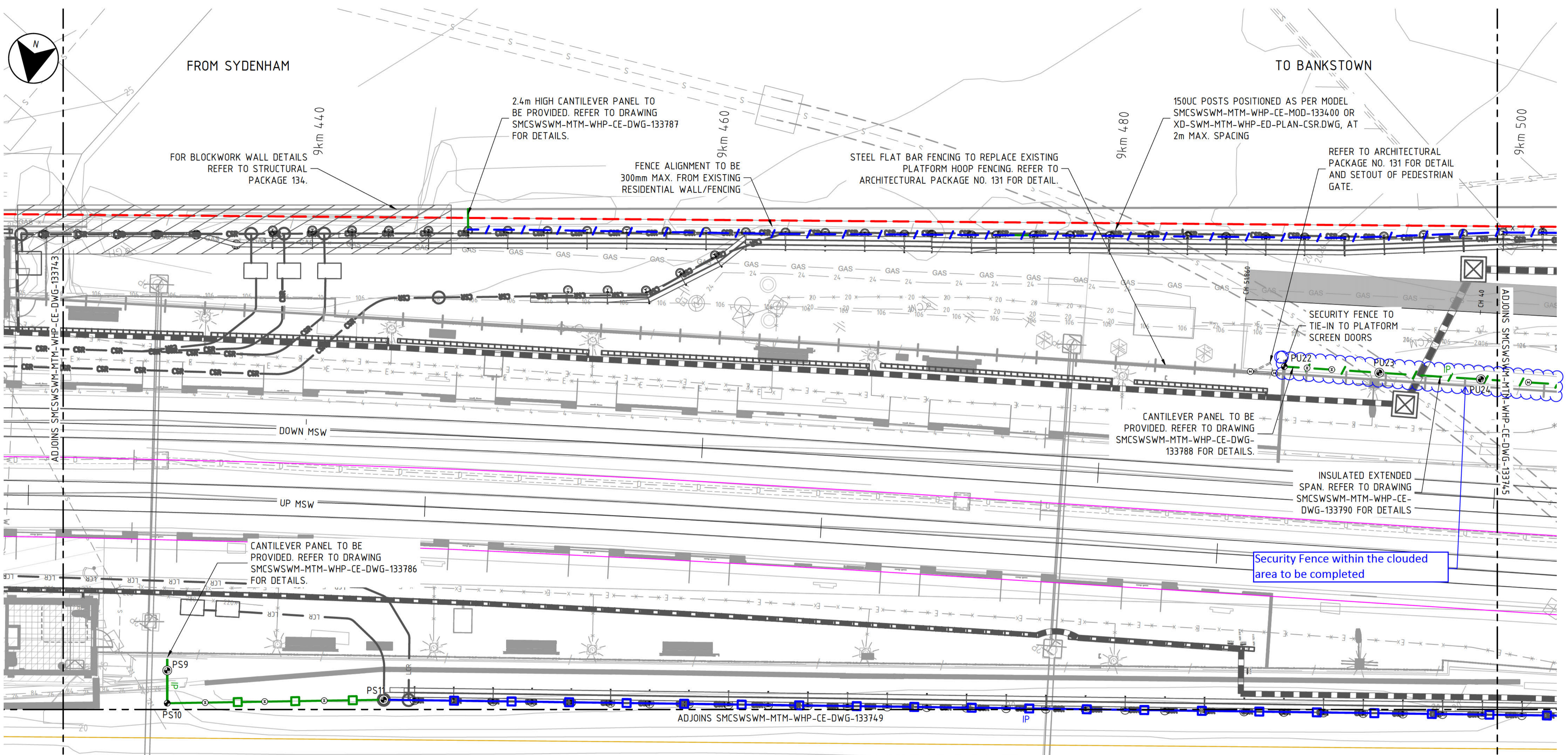


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CLIENT: METRON T2M  
 SERVICE PROVIDERS:  
 DRAWN: R. FRANCISCO  
 DESIGNED: S. ARMSTRONG  
 DRG CHECK: P. ALFORD  
 DESIGN CHECK: I. LEE  
 APPROVED: P. TRIBLEY 08.07.2022

**SYDNEY METRO**  
 HURLSTONE PARK STATION  
 FENCING DESIGN  
 CIVIL AND MISCELLANEOUS (9.282km to 9.647km)  
 GENERAL ARRANGEMENT - DETAIL PLAN  
 STATUS: FOR CONSTRUCTION SHEET 4 OF 10  
 DRG No SMCSWSM-MTM-WHP-CE-DWG-133744 REV. 00

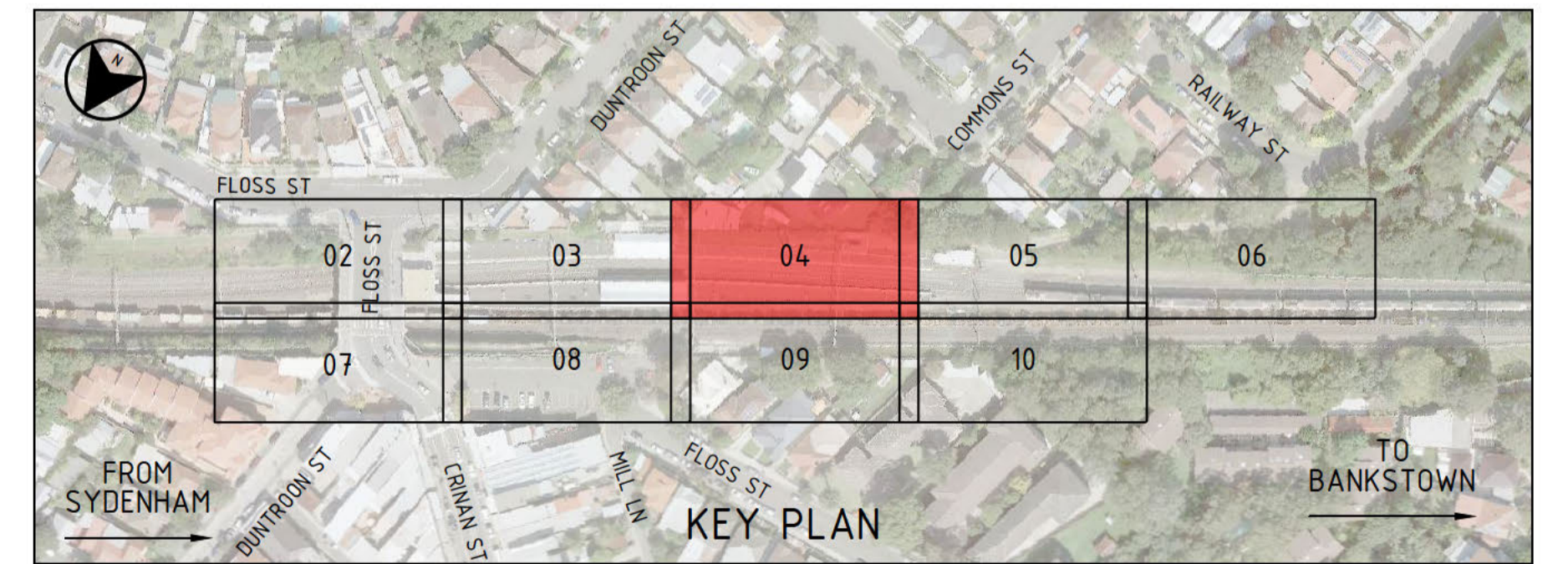


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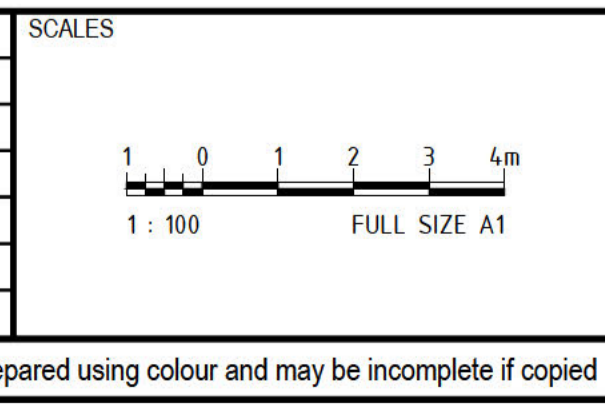
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- FOR FENCING DETAILS REFER TO DRAWINGS SMCSWSM-MTM-WHP-CE-DWG-133781 TO 133801.

UTO FENCE		
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PU23	327223.704	6246141.704
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SEGREGATION FENCE		
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PS9	327266.739	6246187.604
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 SERVICE PROVIDERS: R. FRANCISCO (DRAWN), S. ARMSTRONG (DESIGNED), P. ALFORD (DRG CHECK), I. LEE (DESIGN CHECK), P. TRIBLEY (APPROVED)  
 DATE: 08.07.2022

**SYDNEY METRO**  
 HURLSTONE PARK STATION  
 FENCING DESIGN  
 CIVIL AND MISCELLANEOUS (9.282km to 9.647km)  
 GENERAL ARRANGEMENT - DETAIL PLAN  
 STATUS: FOR CONSTRUCTION SHEET 4 OF 10  
 DRG No SMCSWSM-MTM-WHP-CE-DWG-133744 REV. 00