

Planning Approval Environmental Review Form

SM-22-00008046

Sydney Metro – Metro Body of Knowledge (MBoK)

Assessment Name:	Orchard Hills Station Utility and Precinct Works
Prepared by:	Parklife Metro
Prepared for:	Sydney Metro – Western Sydney Airport, Stations, Systems, Trains, Operations and Maintenance Works (SSTOM)
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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 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), 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
Location of works	This environmental review addresses works that are located outside the approved SM-WSA Project boundary at the Orchard Hills Station site as shown in Appendix A (Figure 1). This includes utility and other minor works at the following locations: - Electrical: connect underground power and replace existing powerpole on Lansdowne Road (Figure 2 - Area A) - Telecommunications: install new telecommunications to pits on Lansdowne Road (Figure 2 & 3 - Area B1 & B2) - Local grading and restoration of residential driveways along Kent and Lansdowne Road (Figure 4 – Indicative Area C) - Tie-in works to existing footpath on Kent Road opposite the M4 Kent Road Offramp (Figure 4 - Area D) - Retaining wall construction for the new precinct road (Figure 5 – Area E). (Sydney Metro Part Lot 47 DP29388) Temporary access to properties adjacent to the approved project boundary may also be required to complete the approved activity This includes: - Access into properties along Kent and Lansdowne Roads to facilitate approved activities including utility work, stormwater infrastructure, Kent Road upgrade and any associated rectification works. (Figure 1 and 4 Area C)
Scope of works	Utility construction, decommissioning and relocation is required around Orchard Hills Station and precinct. Utilities have been designed within the construction site however work is required outside the construction boundary to connect new utility work with existing services. The scope of work includes: - Standard open trench construction methods for the underground electrical and telecommunications conduits. Telecommunications trench would be approximately 450mm depth. Electrical trench would be approximately 750mm depth. - A new power pole would be installed on Lansdowne Road to the west of the approved Project boundary and connected as per Endeavor Energy specifications Other minor work outside the construction boundary includes: - Driveway tie-ins that require localised regrading to appropriately connect to Kent and Lansdowne Roads following road upgrade work - Footpath tie-in that requires localised regrading and resurfacing to appropriately connect to the new pedestrian crossing to the existing shared path.

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	• Removal of the existing temporary fence along Area E (Figure 5) • Removal of rubbish from within adjacent Sydney Metro land. Trimming of a single tree branch required for equipment to access rubbish. Stabilisation of area to be undertaken by others as agreed with Sydney Metro. • Installation of new temporary fencing / tree protection zone (TPZ). Temporary fencing will remain in place for the duration of construction in this location. • Excavation to construct footings and minor batter for permanent retaining wall for new precinct road. The final finished arrangement will include a minimum 1.2 high fence/barrier on top of the retaining wall • Removal of all temporary fencing and restoration to the base of the retaining wall as agreed in the Sydney Metro minor modification agreement.
Justification for works	Permanent utilities are required to service Orchard Hills Station and precinct area. All electrical utility works have been designed by PLMs Level 1 Accredited Service Provider to meet all technical service requirements of Endeavour Energy. The telecommunication connections have been designed by Telstra as non-contestable work. Minor tie-in works will be required where existing property driveways or footpaths need to be adjusted to grade into the final finished level of Kent and Lansdowne Roads. This work ensures the final road upgrade works are appropriately and safely tied into existing infrastructure. Construction of the retaining wall requires access into the adjacent Sydney Metro land to facilitate excavation and minor earthworks. The retaining wall structure on completion will be within the approved construction boundary. Rubbish identified in this area, but also outside the construction boundary, will also be removed to assist with restoration works being carried out by Sydney Metro under a separate work contract. Works in the Kent and Lansdowne Road reserves includes extensive utility construction, decommissioning and relocation. The final upgrade of both roads includes new intersections for access into Orchard Hill Station, the new precinct and carpark. Temporary access into properties adjacent to the approved Project boundary may be needed in some instances to complete the approved activity. The SM-WSA EIS outlines the approach to identify and assess additional utility works. This review addresses that process in Section 2 below.
Timeframe for works	Initial electrical utility work is scheduled to commence in July 2026 (pending approvals). Other utility works will be progressively commenced following completion of this work package and will be completed in line with the roadworks schedule. Roadworks along Kent and Lansdowne roads are scheduled to commence in Q4 2026 and will take approximately 16 months to complete. Retaining wall construction is scheduled to commence in late July (pending approvals) and would take approximately 4 months to complete.

Work hours, workforce and equipment / machinery

Works	Method	Indicative personnel and equipment
Utility trench	-Traffic control and barriers as per Traffic Management Plan (TMP) for each work period -Concrete saw for road opening if required -Excavation to required depth and placement of bedding material	1 x 5t Excavator 1 x Road Saw 1 x 8t Tipper 2 x Traffic control vehicles Up to 10 workers may be on site
Conduit and backfill	-Conduit rolled or placed with excavator - Joining and fixtures to be installed -Length of open trench to be minimised and backfilled on completion of section	1 x 5t Excavator 1 x Franna crane (pipe delivery) 1 x Delivery trucks 2 x Traffic control vehicles Up to 10 workers may be on site
Borehole and new pole installation	-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 8 workers may be on site
Disconnection and reconnection of power lines	-Connections including HV lines as per Endeavor Energy specifications - 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
Driveway and footpath tie-ins	-Remove existing pavement or surface to required distance -Complete approved works -Final restoration including any requirements as agreed with landowner	1 x 5-10t Excavator 1 x 8t Tipper Works as required for final surface material or pavement
Retaining wall	-Remove existing fencing -Rubbish removal and stabilisation of ground surface by others -Install temp fencing / tree protection zone (TPZ) - Excavation to required depth	1 x 5-10t Excavator 1 x concrete truck and pump

		-Formwork and pour concrete base and upright retaining wall. -Backfill and reinstate ground surface to north side of wall -Remove fencing / TPZ	
	Temporary Access or work	-To be determined as required and negotiated directly with landowners. -Final restoration including any requirements as agreed with landowner	Work outside approved Project boundary to be documented in landholder agreement for private owners or appropriate contractual notice for Sydney Metro land.

Whenever possible work would be carried out during standard work hours as set out in Condition E38 of the Conditions of Approval (CoA).

(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

Some out of hours works (OOHW) are anticipated due to road occupancy conditions and to meet utility provider requirements (e.g. for power connections or cutovers). Where this is required Parklife Metro will scope works to prioritise use of evening works hours as far as possible.

- OOH Evening 6.00pm to 10.00pm Monday to Saturday and 6.00pm to 10.00pm Sunday
- OOH Night from 10.00pm to 7.00am Monday to Friday and from 10.00pm to 8.00am Saturday, Sunday and public holidays

Any OOHW would be carried out under the SSTOM package Environmental Protection Licence (EPL), in accordance with Condition E41(c)(i) which permits different construction hours where an EPL is in force.

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
<i>Chapter 8 of the EIS (Project description – construction)</i> Section 8.11.5 of the EIS 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: - the works connect to the construction footprint or to a point adjacent to the construction footprint - 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 - the works can be carried out and managed consistent with the performance outcomes identified in Chapter 27 (Synthesis) or as revised	The utility works are all adjacent to the construction footprint at Orchard Hills as shown in Figure 1 in Appendix A. 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. The works can be carried out and managed consistent with the project performance outcomes
<i>Chapter 7 of the EIS (Project description – operation)</i> Figure 7-19 of the EIS shows the indicative layout and key design elements of Orchard Hills Station (see Appendix A Figure 9). This includes new precinct roads with transport interchange facilities and upgrades to Kent and Landsdowne Roads.	The roadwork proposed at Orchard Hills is consistent with the approved Project as shown in the EIS. The minor works outside the construction boundary, proposed in this environmental review, support the construction of the approved infrastructure. There is no change to the approved Project
<i>Chapter 8 of the EIS (Project description – construction)</i> describes the work that would be required to construct the Project. Section 8.4.2 of the EIS describes the general earthworks that would be required including cuttings and embankments as follows: - earthworks cut and fill to design levels - construction of retaining structures and drainage elements where required as earthworks progress. Section 8.5.4 of the EIS describes Station fitout, precinct and transport integration works. Earthworks are specifically listed as a component of road construction work. Section 8.10.1 of the EIS describes the need to - remove temporary fencing - establish permanent fencing	Elements such as earthworks including batters and retaining walls are described as part of the approved Project. Fencing, required to safely separate works from the public both during construction and operation, is also described as part of the approved Project.
Chapter 12, Section 12.4.1 of the EIS (Non-Aboriginal heritage) describes the Orchard Hills study area as having no identified listed or potential heritage items or archaeological resources.	There is no direct or indirect impact to any recorded heritage item from any of the proposed works. Due to the extent of disturbance in the work areas from existing roads, infrastructure and utilities unknown non-Aboriginal heritage items or archaeology are highly unlikely to be in the vicinity of the work

	areas. The Unexpected Heritage Finds Procedure would be implemented during work. The works would have no impact on heritage items (including areas of archaeological sensitivity), beyond the impacts assessed in the Approved Project.
Chapter 13 of the EIS (Aboriginal heritage) and Revised Aboriginal Cultural Heritage Assessment Report did not identify any aboriginal heritage items or areas of archaeological sensitivity relevant to these works.	A search of the Aboriginal Heritage Information Management Sydney (search date 23/06/26) confirmed no new sites in the vicinity of the work areas. (see Appendix B) The work areas are highly disturbed from existing road work and utilities (including telecommunications, electrical, gas, sewer and water). The extent of disturbance and evidence of prior investigation in this location indicates a very low probability of unknown Aboriginal objects occurring in the work areas. The Unexpected Heritage Finds Procedure would be implemented during work.
Appendix G (Revised Biodiversity Assessment Report) of the SMWSA Submissions Report. This assessment identified native vegetation across the Orchard Hills station study area, including Threatened Ecological Communities, threatened flora and fauna species and habitats. Mapping from this assessment is shown in Appendix A (Figure 6). Vegetation in the vicinity of Area E is identified as: PCT 724 which aligns Shale Gravel Transition Forest, listed as Endangered under the BC Act and Critically Endangered under the EPBC Act Additional mapping carried out by Biosis (2018) for the Western Sydney Strategic Assessment has been referenced in the Revised BDAR. This mapping assessment is shown in Appendix A (Figure 7) for areas outside the approved Project boundary. This survey identified the following native vegetation plant community type -PCT 724 as above and -PCT 835 -Forest Red Gum -Rough-barked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion -PCT 849 Grey Box – Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion	There would be no clearing of native vegetation outside of the approved Project boundary. The pruning of a one tree branch (Figure 8) is required to allow access for rubbish removal. Removal of the tree branch would be performed by a qualified arborist to ensure compliance with required standards. The pruned limb would be left on the ground amongst existing trees to contribute to habitat provision. Tree protection zones would be established around any areas of native vegetation Any work outside the approved Project boundary would be carried out in accordance with Parklife Metro Flora and Fauna Management Sub-plan - SMWSASSM-PLD-1NL-PC-PLN-000023.
CSSI CoA E2 – Minimising clearing of native vegetation	No clearing of vegetation would be required and any areas of remaining native vegetation would be avoided by all works.
CSSI CoA E36 – 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.
CSSI CoA E38 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	Where possible all construction works will be undertaken during standard construction hours, in accordance with this condition.

(c) at no time on Sundays or public holidays. CSSI CoA E41 Variation to Work Hours Notwithstanding Conditions E38 and E39 work may be undertaken outside the hours specified in the following circumstances:.. c) By Approval, including: (i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or..	Some out of hours works (OOHW) are anticipated due to expected road occupancy and utility provider conditions. Any OOHW would be carried out under the SSTOM package Environmental Protection Licence (EPL), in accordance with Condition E41(c)(i) which permits different construction hours where an EPL is in force. Where this is required Parklife Metro will scope works to prioritise use of evening works hours as far as possible within the parameters of any ROL conditions • OOH Evening 6.00pm to 10.00pm Monday to Saturday and 6.00pm to 10.00pm Sunday • OOH Night from 10.00pm to 7.00am Monday to Friday and from 10.00pm to 8.00am Saturday, Sunday and public holidays
CSSI CoA E82 – The CSSI must be designed and constructed with the objective of minimising impacts to, and interference with third party property, and that such infrastructure and property is protected during construction	All works have been designed to minimise impacts to third party property. In instances where construction requires work or access onto private property Parklife Metro community consultation team will consult with residential landholders in accordance with the approved Community Communications Strategy – Delivery SMWSASSM-PLD-1NL-PC-PLN-000065. Where required, landowner agreements would be developed between Parklife Metro and the affected resident. This agreement would document landowner acceptance of the final scope of work, including any temporary access, and would capture any agreed site specific restoration works. All utility works are designed in accordance with utility provider requirements through the project Level 1 Accredited Service Provider and approved by the provider prior to construction.
CSSI CoA E109 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. Consultation with impacted residents will ensure property owner access requirements are understood and managed during construction. Where required, landowner agreements would be developed between Parklife Metro and the affected resident. This agreement would document any temporary access requirements. No idling, queuing or marshalling of vehicles will be required. Spoil haulage is not applicable to these works.
CSSI CoA E110 – Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Consultation with impacted residents will ensure property owner access requirements are understood and managed during construction. Where required, landowner agreements would be developed between Parklife Metro and the affected resident. This agreement would document any landowner temporary access requirements.

	All work to deliver the utilities will be carried out in conjunction with service provider and through the Parklife Metro accredited Services Provider. Coordination with Penrith City Council occurs through the process as agreed by the Interface Agreement.
CSSI CoA E111 – The Proponent must maintain access to properties during the entirety of works unless an alternative access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works.	Consultation with impacted residents will ensure property owner access requirements are understood and managed during construction. Where required, landowner agreements would be developed between Parklife Metro and the affected resident. This agreement would document any landowner temporary access requirements.
CSSI CoA E112 – Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road decided through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Consultation with impacted residents will ensure property owner access requirements are understood and managed during construction. Where required, landowner agreements would be developed between Parklife Metro and the affected resident. This agreement would document any landowner temporary access requirements.
CSSI CoA E113 – Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier. Property access must be reinstated within one (1) month of the work that physically affected the access is completed or in any other timeframe agreed with the landowner or occupier.	Residential property access, either driveways or other temporary access as agreed will be reinstated to an equivalent standard or as agreed. Landowner agreements would be developed between Parklife Metro and the affected resident. This agreement would document landowner acceptance of the final scope of work and would capture any agreed site specific restoration works. Work within Sydney Metro land would be managed in accordance with Interface Deed processes and would include agreed restoration standards on completion of the work.
CSSI CoA E114 – During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses and landowners and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	The Construction Traffic Management Plan for Orchard Hills Station will outline management strategies to minimise impacts to road users and residential properties. Consultation with impacted residents will ensure property owner access requirements are understood and managed during construction. Where required, landowner agreements would be developed between Parklife Metro and the affected resident. This agreement would document landowner acceptance of the final scope of work and would capture any agreed site specific restoration works.
CSSI CoA E125 – All waste must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes	Any waste material to be removed would be classified and disposed in accordance with EPA guidelines. Any metal able to be recycled would be separated and placed in a metal recycling bin. Work would be carried out in accordance with Parklife Metro Waste Management Sub-plan - SMWSASSM-PLD-1NL-PC-PLN-000030.
REMM OWR1 -Generation of waste would be minimised and reused where possible in line with the waste hierarchy and the sustainability objectives outlined in a Sustainability Plan..	Rubbish to be removed would be recycled where possible. Specifically, any metal able to be recycled would be separated and placed in the metal recycling bin. Work would be carried out in accordance with Parklife Metro Waste Management Sub-plan - SMWSASSM-PLD-1NL-PC-PLN-000030.

REMM OLV6 – Proposed engineering batters and water management measures would be designed to integrate with the existing landforms and natural features	All batters would be finished to tie into existing landforms or structures (eg existing driveways). The proposed change is consistent with REMM OLV6.
Revised performance outcome (Transport) Safe access to properties and businesses is maintained during construction, unless alternatives are agreed with property owners and businesses	Consultation will be undertaken with residents along Kent and Landsdowne Roads prior to any works that interface with existing property access. Where required landowner agreements would be developed between Parklife Metro and the affected resident. This agreement would document landowner acceptance of the final scope of work and would capture any site specific restoration works agreed with the resident. No impacts to business are anticipated from the work beyond the impacts assessed in the Approved Project.
EPBC 2020/8687	Not considered further as the works would not impact protected matters or extend into or affect Commonwealth Land.

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 as assessed for the Approved Project. The works are adjacent to the approved construction boundary and are required to complete the Approved Project. Impacts would be consistent with those assessed in the EIS, are anticipated to be localised, and can be managed appropriately by the existing conditions of approval, revised environmental mitigation measures (REMMs) and performance outcomes.
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.	Yes	Utility construction work outside of the approved Project Boundary will take 1-2 days of work only at each location. Work to tie-in driveways and footpath may take 1-2 weeks at any location. Temporary access may be required to facilitate the construction work as agreed with property owners on a case by case basis. Potential community impacts will be managed through the consultation process and landowner agreements as required. Potential traffic management will be managed through the traffic management process, CTMP and include all works in accordance with the required ROLs.

Does the work require OOHW approval	Yes	OOHW are anticipated for the works and will be determined by ROL conditions when issued and any utility provider requirements. Where OOHW are required additional 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. The removal of the rubbish piles would be supervised by the Project ecologist for any fauna unable to be detected from an exterior inspection. Any fauna handling would be in accordance with the approved Parklife Metro Flora and Fauna Management Sub-plan - SMWSASSM-PLD-1NL-PC-PLN-000023.
Will works impact on native vegetation	No	The clearing of native vegetation is not required for the proposed works. Vegetation outside the Project boundary will be avoided by any work or access and will be managed through standard safeguards such as tree protection zones in accordance with the approved Parklife Metro Flora and Fauna Management Sub-plan - SMWSASSM-PLD-1NL-PC-PLN-000023. Where required an arborist would be engaged to provide site specific advice on tree protection measures where works involve excavation in the tree protection zone. The minor branch pruning from a single <i>Eucalyptus crebra</i> (Narrow Leaved Iron Bark) is shown in Figure 8. The pruning would be undertaken by a qualified arborist to ensure no adverse impacts to the health of the tree.
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	Installation of a new temporary fence prior to retaining wall construction involves work in an area mapped as PCT 724. No further clearing or retirement of biodiversity credits is required in this location. Where ground is exposed from rubbish removal the area will be stabilised by others as agreed with Sydney Metro. The pruned limb would be left on the ground amongst existing trees to contribute to habitat provision. The clearing or ground disturbance in areas of high or moderate value vegetation is not required for the proposed works.
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	The proposed works are all directly adjacent to the approved Project boundary and required to complete the approved activity. While some works may be slightly closer (approximately 1-2m) to residential receivers this would not significantly change the noise impacts to any receiver. Mitigation measures outlined in the DNVIS would be implemented. This may include additional mitigation measures (AMM) such as: phone calls, monitoring, individual briefings, alternative accommodation, specific notification, letterbox drops, duration reduction and Project specific respite offer (RO). Other mitigation measures may include-scheduling of noisiest work as early as possible in the work period to minimise disturbance to residential areas and use of temporary noise barriers around plant and equipment.

Will the works result in medium/high air quality impacts	No	Possible air quality impacts include dust and particulates generated from plant and equipment as well as excavation activities. 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	The works would be located adjacent to residential properties along Kent and Landsdowne Roads. Sensitive receivers would be notified of the upcoming works. Consultation with impacted residents will ensure property owner requirements are understood and managed during construction. Where required, landowner agreements would be developed between Parklife Metro and the affected resident. This agreement would document landowner acceptance of the final scope of work, including any temporary access, and would capture any agreed site specific restoration works. Further community notification and mitigation measures would also be completed for OOHW.
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 are no known Aboriginal or non-Aboriginal heritage within the works areas. Due to the highly disturbed nature of the work areas the potential for impact to any heritage site is considered negligible. The Unexpected Heritage Finds Procedure will be implemented for the works. Management of heritage and the Unexpected Finds Procedure will be communicated to the workforce during specific survey team toolbox talks.
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 is not located within any area of environmental concern and 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	Yes	Some works will be within the public road reserve and this is consistent with the scope of work originally approved. Temporary traffic impacts are expected along Kent and Landsdowne Roads from lane closures required to create safe work spaces within the active road lanes and road reserve area. These lane closures will be determined by the final ROL conditions. There are no anticipated long-term traffic impacts and access to properties would be maintained or otherwise negotiated with residents. 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	Yes	Temporary visual impacts are expected for those nearest residential receivers in the vicinity of the works as construction infrastructure will be visible at the work locations along Kent and Landsdowne Roads. On completion of the work, which includes the final upgrades to Kent and Landsdowne Road the area will be landscaped. The visual impact of the new Orchard Hills Station and precinct has been addressed in the SMSWA EIS and no further permanent visual impact are expected from the works.
Will the works involve significant earthworks	No	The works will involve minor earthworks, including open trenching for utility installation, regrading and batter construction for road work and tie-ins, and excavation for retaining wall footings. The works are all 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: 08/07/26

Name: 

Position: Parklife Metro Environment 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.
3. An exterior inspection of the rubbish piles would be completed to identify any signs of use by fauna. The removal of the rubbish piles would be supervised by the Project ecologist or another suitably qualified professional. Any fauna handling would be in accordance with the approved Parklife Metro Flora and Fauna Management Sub-plan - SMWSASSM-PLD-1NL-PC-PLN-000023.
4. Pruning works must be undertaken by a suitably qualified arborist.
5. Land owner permission is in place prior to works commencing on private property

Signed:	
Endorsed by:	A/Senior Manager Planning Approvals
Date:	15.07.2026

Appendix A – Figures

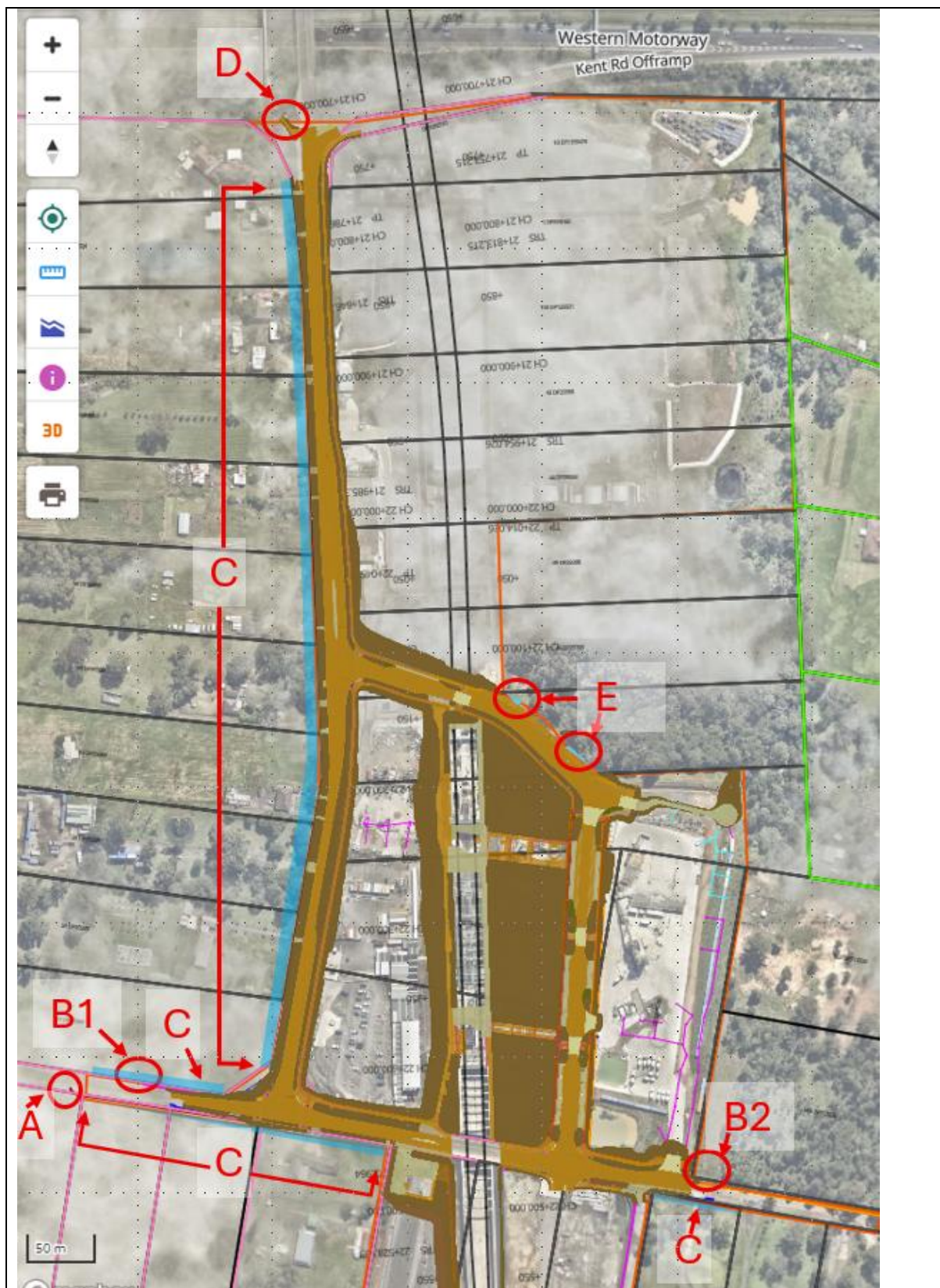


Figure 1 -Approved Construction Boundary (orange) and areas subject to this Environmental Review

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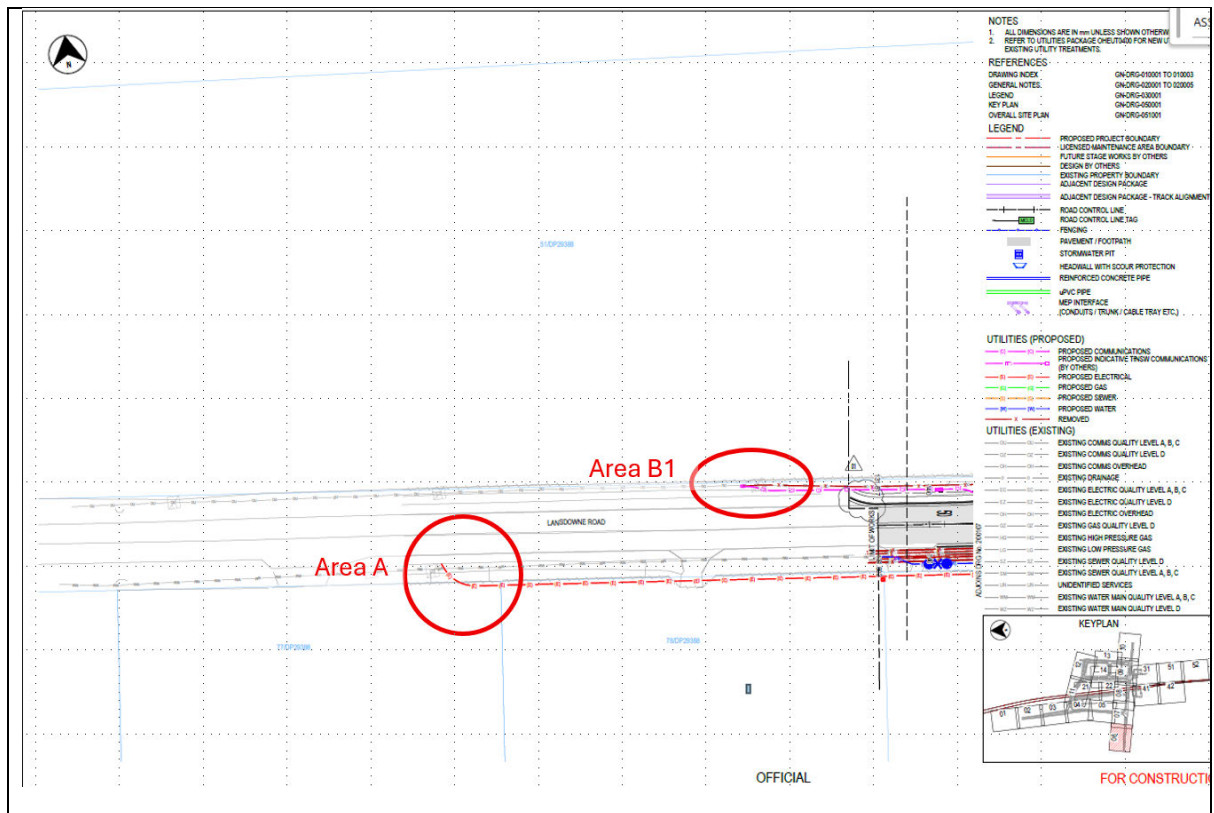


Figure 2 -Utility Details work outside approved construction boundary - electrical (Area A) and telecommunication (Area B1)

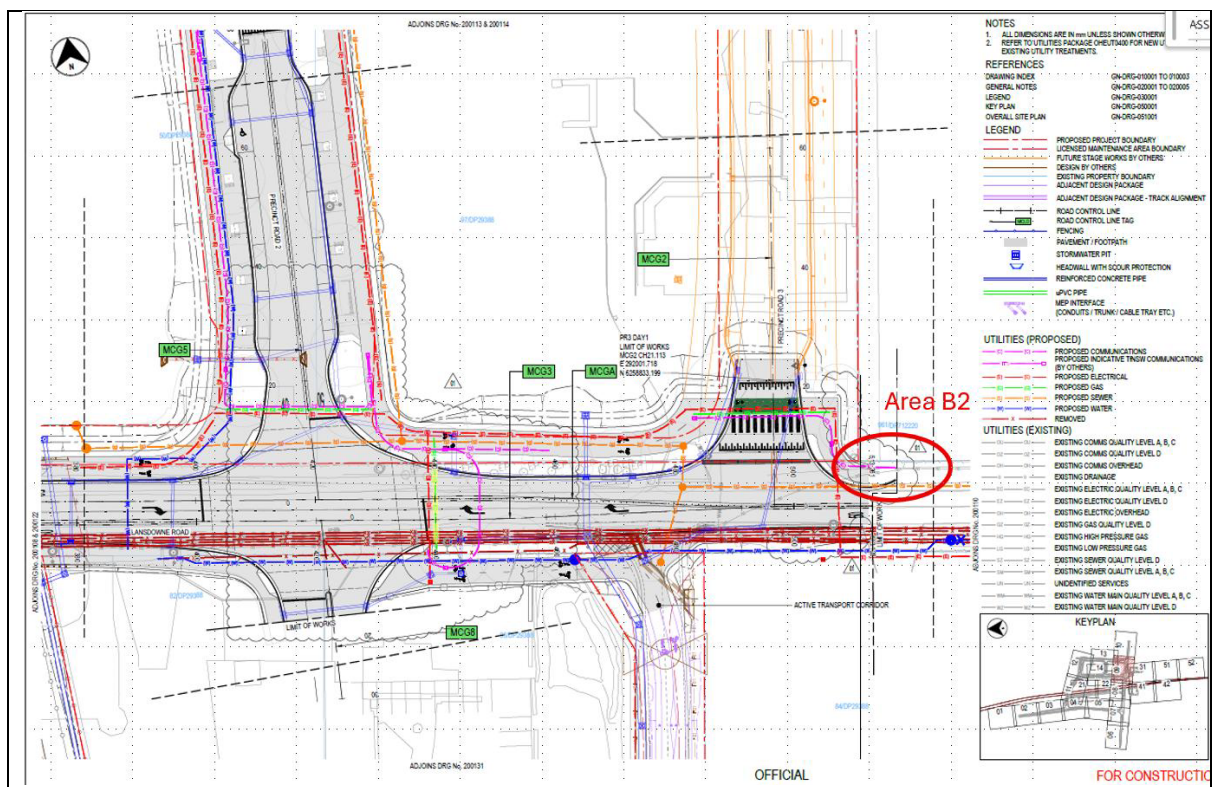


Figure 3 -Utility Details outside approved construction boundary - telecommunication (Area B2)

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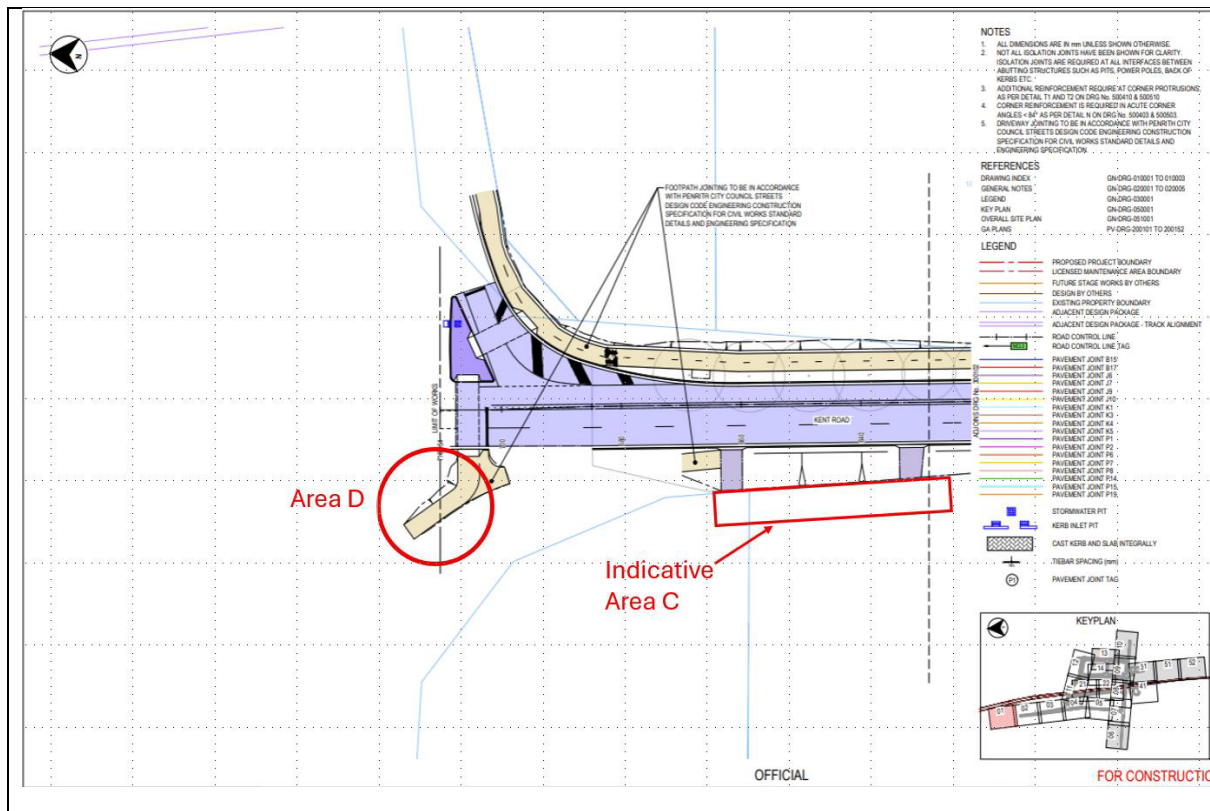


Figure 4 -Work outside approved construction boundary – Footpath tie-in (Area D) and indicative works that may be required for residential driveway tie-ins and construction access for earth work (Area C)

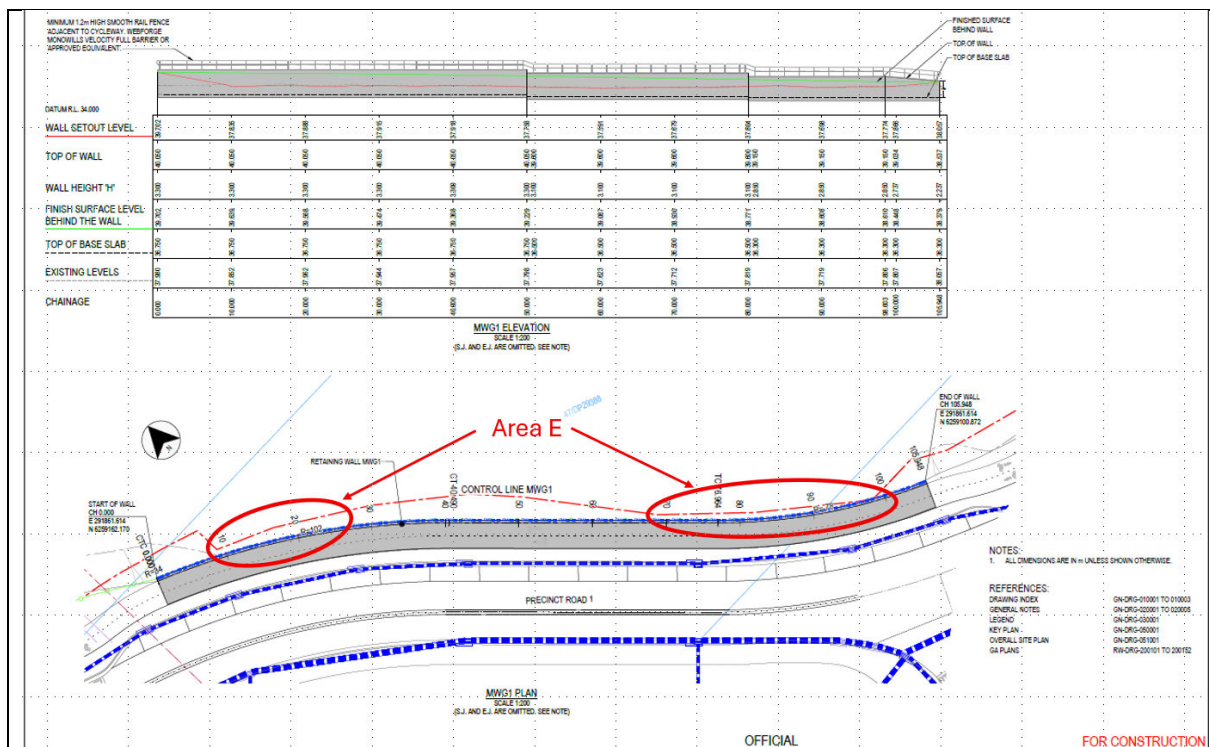
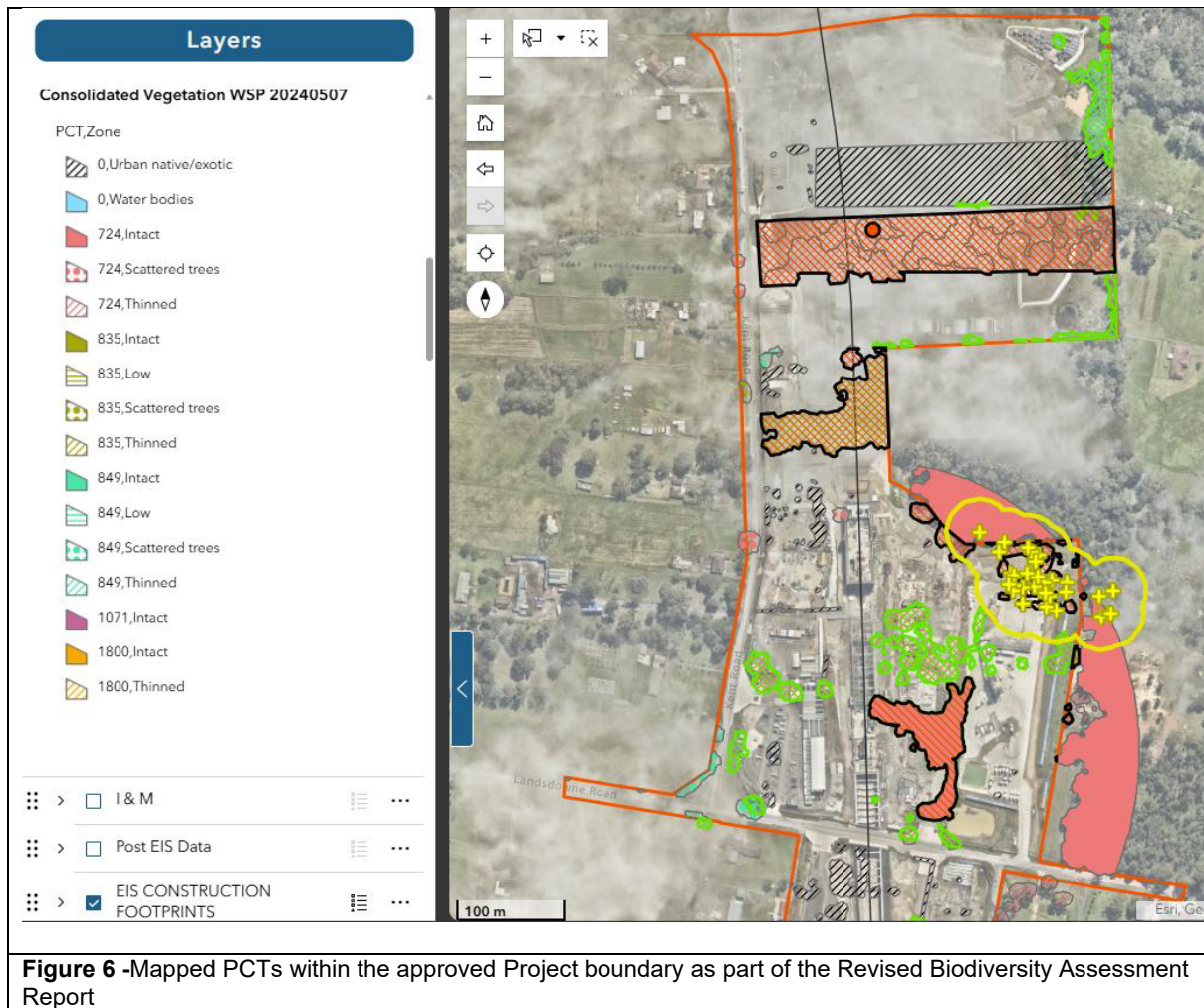


Figure 5 -Retaining wall detail which requires access and temporary minor work outside approved construction boundary – (Area E)

OFFICIAL



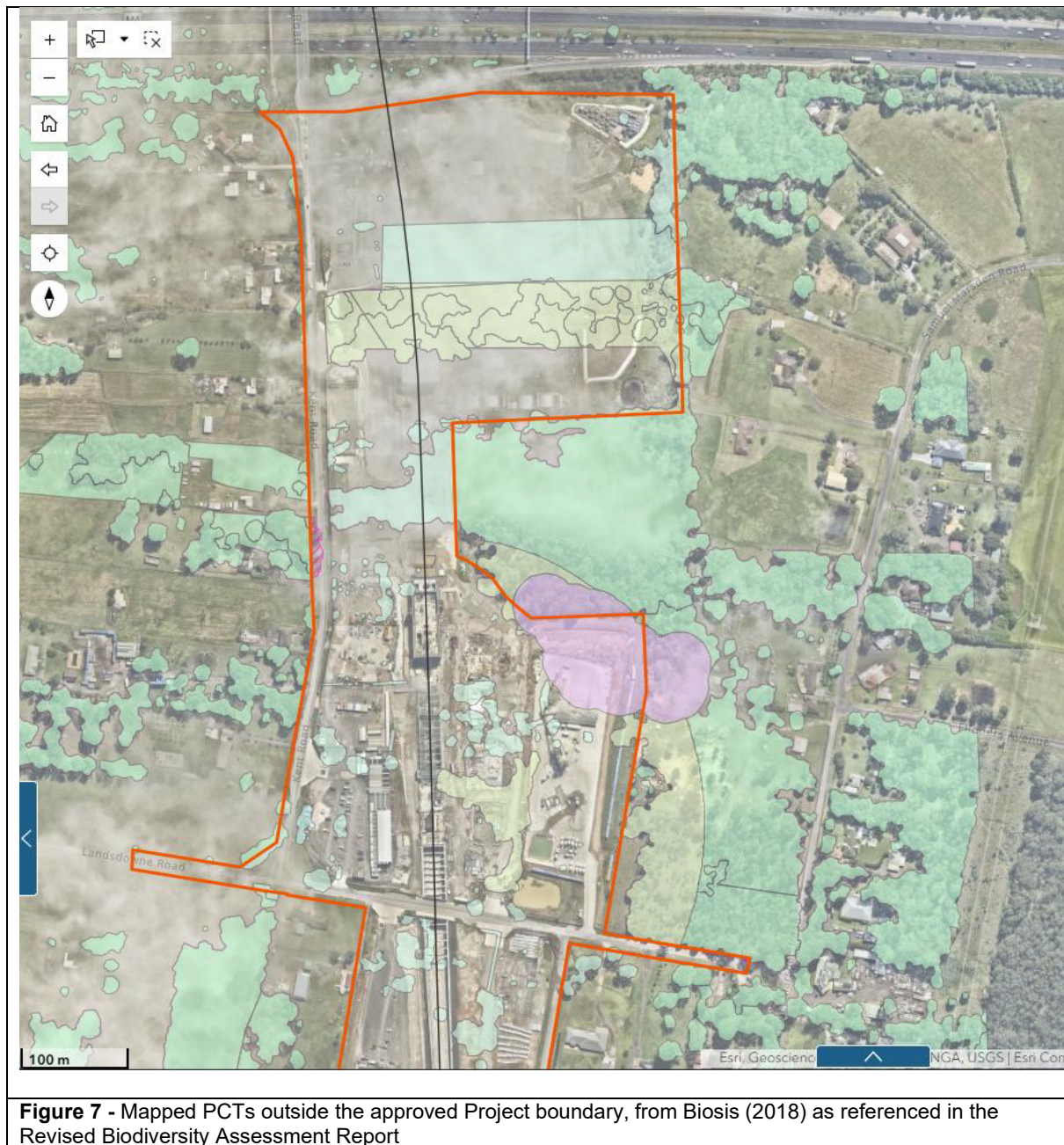




Figure 8 – Pruning required for retaining wall construction and rubbish removal



Figure 7-19 Orchard Hills Station - Indicative layout and key design elements
Note: Indicative only, subject to design development

Figure 9 – EIS Figure for Orchard Hills Station permanent infrastructure including reinstatement of Kent and Lansdowne Roads and new precinct roads

Appendix B – AHIMS Search Results



AHIMS Web Services (AWS) Search Result

Your Ref/PO Number : OHE Utility

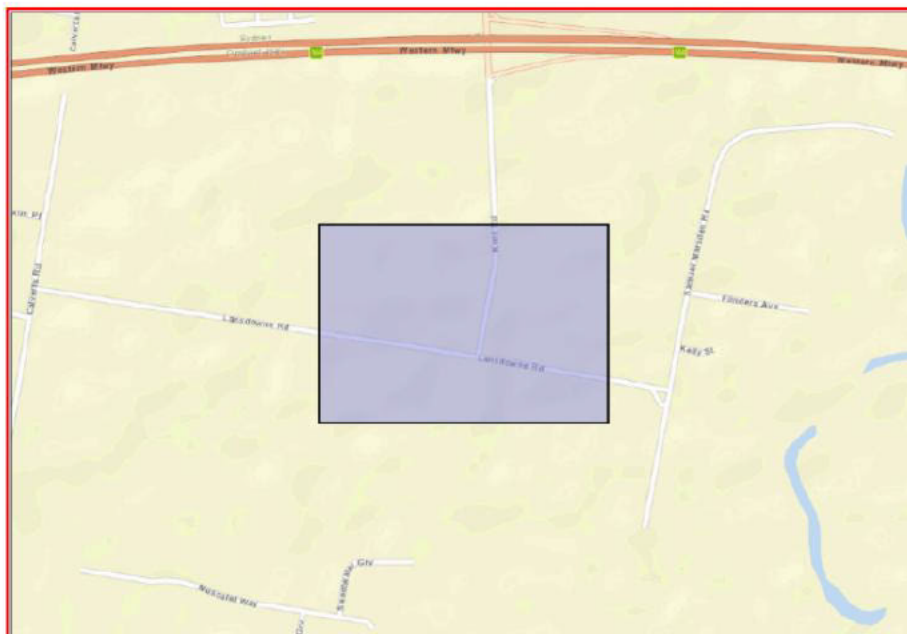
Client Service ID : 1147558

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat. Long From : -33.7915, 150.746 - Lat. Long To : -33.787, 150.7537, conducted by [REDACTED] on 23 June 2026.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *



AHIMS Web Services (AWS) Search Result

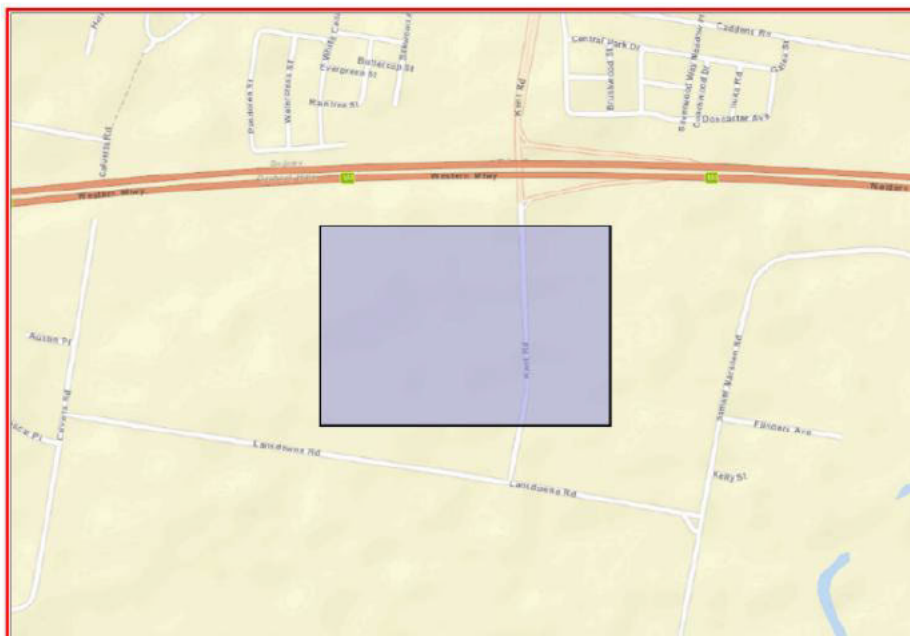
Your Ref/PO Number : OHE utility 2

Client Service ID : 1147740

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -33.7887, 150.7452 - Lat, Long To : -33.7842, 150.7529, conducted by [REDACTED] on 23 June 2026.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *