

Sydney Metro Environment Impact Assessment Checklist

Reference number	WSA-SM EIA 04	iCentral number	SM-26-00446522
Location:	Nariel Street, St Marys	Timeframe:	October 2026
Project name:	Western Sydney International Link Bus		
Description of proposed activity			
The purpose of this Environmental Impact Assessment (EIA) checklist is to assess the works associated with replacement of the existing Kiss and Ride bays on the north side of Nariel Street, to accommodate one (1) temporary bus stop, one (1) temporary bay and temporary kerbside works on Nariel Street, Queen Street and Carinya Avenue in St Marys to facilitate the free interim WSI Airport Link Bus service between St Marys Station and Western Sydney International (WSI) Nancy-Bird Walton Airport (refer to Figure A.1, A.2 and A.3 in Appendix A). <u>Proposed scope:</u> The key elements of the proposed scope include: • Provide one (1) additional bus stop, and one (1) additional bus bay for use as a bus layover, along Nariel Street for the Western Sydney International (WSI) Link Bus • Relocation of the existing Kiss and Ride bays on Nariel Street between West Lane and Carinya Avenue to the southern side of Nariel Street between Queen Street and Carinya Avenue • Kerbside and signage works to accommodate bus routes along Nariel Street, Carinya Avenue, and Queen Street. • Decommissioning of these works and reinstatement to previous condition once Metro Passenger Services commence. <u>Construction and decommissioning</u> The construction of the proposed scope would include: • Road line marking and kerb in-fill • Provision of temporary marquee and bench seat • Installation of new road and directional signage • Installation of no-stopping zones on Queen Street, Nariel Street and Carinya Avenue and associated loss of six (6) parking spaces and loss of three (3) additional Kiss and Ride bays • Removal or relocation of up to four (4) street trees on the northern side of Nariel Street between Queen Street and West Lane • Tree replacement planting • Traffic Management activities • Decommissioning and reinstatement once the Sydney Metro – Western Sydney Airport (SM-WSA) project is operational. Construction activities would be undertaken as standard hours. If the requirement for out of hours works is identified at a later stage, an out of hours work application would be applied for. The proposed works will require traffic management activities. The works are anticipated to commence in the October 2026 and are anticipated to require approximately seven (7) work shifts occurring approximately over a three (3) week period (subject to construction planning) with a crew of approximately four (4) people. Machinery and equipment for the duration of the works would include excavators, heavy and light vehicles, traffic control, lighting equipment (if out of hours works are required), line marking equipment, re-milling and sheeting HV equipment. Work crews will also undertake changing parking sign faces and installing new poles and sign faces. Hazardous materials would be required such as paint for line marking activities, and equipment and vehicles would use fuel.			

Operation

The WSI Link Bus will provide a temporary connection between Western Sydney International (Nancy-Bird Walton) Airport and St Marys Station. The works will provide temporary bus stops for passengers travelling between WSI and St Marys. The proposed works are during construction only.

The operational bus network is not assessed by this document and TfNSW remains responsible for the bus route, coordination of bus operators, and the use of the bus stops. After the SM-WSA project is operational the WSI Link Bus will no longer be required and the site will be decommissioned and reinstated to previous condition.

Planning pathway

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the system of environmental planning and assessment in NSW. The proposed road, pavement and bus stop changes are subject to the environmental impact assess and planning approval requirements of Division 5.1 of the EP&A Act. Division 5.1 of the EP&A Act specifies the environmental impact assessment requirements for activities undertaken by public authorities, such as Sydney Metro, which do not require development consent under Part 4 of the EP&A Act.

In accordance with Section 5.5 of the EP&A Act, Sydney Metro, as the proponent and determining authority, must examine and take into account matters affecting or likely to affect the environment by reason of that activity. Clause 171(2) of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) defines the factors which must be considered when determining if an activity assessed under Division 5.1 of the EP&A Act has or is likely to have a significant impact on the environment. This EIA Checklist provides an environmental impact assessment of the proposed road, pavement and bus stop changes and Appendix A specifically responds to the factors for consideration under clause 171(2).

Clause 2.109 (1) of the T&I SEPP enables the delivery of a road or road infrastructure facilities by public authorities without development consent on any land, with restrictions applicable where such development is associated with the *National Parks and Wildlife Act 1974*, being the subject of an existing interest per section 39 of the Act, or on land which that Act applies over an easement that has been granted and is not contrary to the terms or nature of the easement. Road infrastructure facilities are also defined under Clause 2.108.

Clause 2.10 identifies any required consultation with Councils for developments with impacts on Council related infrastructure or services. Consultation is required in accordance with 2.10(1)(e) as the proposed works involve the enclosing of and installation of temporary structures on a public place under Council's management or control that is likely to cause a disruption to pedestrian or vehicular traffic which is not minor or inconsequential. The proposed works cannot be carried out unless written notice of the intended development has been given to the relevant Council and any response provided within 21 days after the notice has been given has been considered.

Under Clause 5 of Schedule 2 of the *Roads Act 1993*, a public authority does not need the consent of the relevant roads authority to dig up, erect a structure or carry out work in, on or over an unclassified road. In addition, section 38N of the *Transport Administration Act 1988* provides that section 138 of the Roads Act does not apply to Sydney Metro in respect of carrying out its functions on classified roads for which a local government is the roads authority.

Site description and characteristics

The section of Nariel Street with the proposed bus stop and bus bay is between West Lane and Queen Street. It is bounded by commercial facilities to the north and south with car parking facilities further west. Nariel Street is a two lane sealed road with kerb and gutter, the northern side of the road contains a pedestrian footpath, street trees and two kiss and ride areas and two timed parking spaces. The southern side of the road contains a pedestrian footpath and timed parking spaces.

Signage and bus route works also occur on Carinya Avenue and Queen Street. Carinya Street is a one lane sealed road with kerb and gutter and pedestrian footpath and timed parking on the western side of the road. It is bounded by residential and car parking and recreational facilities. Queen Street is a two lane sealed road with kerb and gutter and pedestrian footpath and timed parking on both sides of the road. It is bounded by commercial facilities.

Further north of the subject site is the St Marys railway station (State significance (SHR 01249), Transport Asset Manager (TAM) S170 listed, and local heritage significance (I282)), Main Western Railway line, and a Sydney Trains substation. Ambient noise conditions are dominated by freight and passenger trains along the existing heavy rail line through St Marys Station, and traffic along Queen Street. To the east and west is generally a low-density residential area that is primarily composed of single-detached dwellings and dual occupancies.

There is limited vegetation in the vicinity of the proposed work area, consisting of a few street trees and the landscaped kerb areas on Queen Street. There are no natural waterways nearby but gutters leading to Penrith City Council stormwater systems. Management and maintenance of the road is the responsibility of Penrith City Council.

Justification for proposed works

In January 2026, the NSW Minister for Transport announced that a free bus service would be introduced to coincide with the first passenger flights at WSI Airport. The service will take passengers and airport workers between the new airport and St Marys Interchange. Details on the WSI Airport Link Bus service are provided below:

- Frequency: every 30 minutes
- Operating hours: Sunday to Thursday: 4:30am – midnight, Friday to Saturday: 4:30am – 1:00am
- Travel time: approximately 30 minutes

This interim service will be replaced by metro rail services once the SM-WSA project becomes operational. The WSI Airport Link Bus is expected to begin operating on 25 October 2026, when the first passenger flights at the new airport commence.

The original timing for the SM-WSA project anticipated that the metro and the airport would become operational at the same time so the need for an interim service was not anticipated.

The consequences of not providing the proposed works would mean that the proposed WSI Airport Bus Link would not operate efficiently and may impact the existing bus network which does not have the capacity to accommodate these additional services in the existing Temporary Bus Interchange and the proposed alternative temporary bus interchange.

Control Measures

Will a project and site specific EMP be prepared?	☒ Yes	Are appropriate control measures already identified in an existing EMP?	☐ Yes
	☐ No		☒ No

Stakeholder and Community Consultation

Consultation

Three phases of temporary parking changes will be implemented from October 2026 to accommodate the new free bus service connecting the WSI Airport with the St Marys bus interchange. Transport for NSW and Sydney Metro commenced early engagement (Phase 1) from 19 August 2026. Phase 1 involves door knocking businesses on Nariel Street, Carinya Avenue and Queen Street, as well as with a representative from St Marys Town Centre on the proposed changes. The businesses were also shown a visual guide to the temporary parking changes. Any businesses not able to be reached were left with a 'Sorry We Missed You' flyer with a 1300 number and email address for further information.

All other bus facilities to support the WSI Link Bus would be managed by the Bus Operator in accordance with their own approvals. Buses will travel from the Bus Operator's Depot to St Marys and WSI.

Transport for NSW and Sydney Metro have consulted with Penrith City Council in accordance with Clause 2.10 of the State Environmental Planning Policy (Transport and Infrastructure) 2021.

Feedback

An initial response from Penrith City Council was received on 8 September 2026 requesting more information about the proposed tree removal and replacement. Additional information was provided to Penrith City Council and on 17 September 2026 Penrith City Council endorsed like-for-like (species) tree replacement. Details of the additional information Penrith City Council requested, and Sydney Metro's response is summarised in the table below. In the future, Sydney Metro will prepare a tender for the remediation of the site, which would include the tree replacement works, and details of this would be discussed with Council prior to engaging a Contractor.

Feedback/Comments	Response
Penrith City Council	

Requested a detailed landscape plan	A mark-up of the subject trees was provided.
Requested details of the replacement tree species and container stock size for replacement	The existing trees have been identified as Callery Pear Trees (<i>Pyrus calleryana</i>) and would be replaced with trees of the same species, or as otherwise agreed by Council. Sydney Metro would aim for the replacement trees to have a minimum container size of 75 litres however the container size would be subject to market availability and would be agreed with Council through consultation on the tender for remediation of the site, prior to engaging a Contractor.
Requested details of any associated landscape treatment and tree establishment measures	The site would be reinstated to pre-existing condition except for some minor changes to line markings and a ramp for the accessible kiss and ride space would remain in-situ. Trees would be replaced at a minimum 1:1 ratio, with trees of the same species unless otherwise agreed with Council. The final landscape treatment and establishment measures would be agreed with Council through consultation on the tender of the remediation of the site, prior to engaging a Contractor.
The usual 3:1 replacement is not applicable	Noted, a 1:1 replacement ratio will be adopted.
Replacement planting works to be designed and implemented in accordance with Council's 'Tree Planting Specifications' within the SPTMP. The replacement planting works are to include: • Installation of structural soils where required to support long-term tree health and minimise infrastructure conflicts. • Installation of tree guards to all replacement trees. • A maintenance and establishment period of three (3) years, including regular watering, weed control, mulch replenishment, formative pruning and replacement of any failed trees.	Noted. These details would be agreed with Council through consultation on the tender of the remediation of the site, prior to engaging a Contractor. This includes any maintenance and establishment measures required above and beyond what the existing trees would have required.

Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction if control measures implemented	Proposed Control Measures	Minimal Impact? Y/N
Biodiversity	The proposed works would impact up to four street trees on the northern side of Nariel Street. The trees are Callery Pear Trees (<i>Pyrus calleryana</i>) that have been planted for amenity purposes. The trees are an exotic species, are not hollow bearing and there is no specific biodiversity value attached to them. Replacement tree planting would be required after decommissioning.	CM 1 – Trees that are required to be removed must be replaced at a minimum 1:1 ratio within the Local government area. The replacement tree species are to be agreed by Penrith City Council. The replacement trees must be planted no later than 3 months after decommissioning works and the original location should be prioritised. CM 2 – Replacement trees are to have a minimum pot size of 75 litres except where the plantings are consistent with	Y

	Sydney Metro would investigate an option to relocate the existing trees where feasible, in partnership with Penrith City Council. This would be in addition to 1:1 replacement plantings required by mitigation measure CM1.	the pot sizes specified in a relevant council's plans / programs / strategies for vegetation management, street planting, or open space landscaping, or as agreed by Penrith City Council, subject to market availability. CM 3 – Penrith City Council is to be consulted on the details of the tree replacement works included of the tender for site remediation, prior to engaging a Contractor. This includes replacement tree species and minimum container size, details of associated landscape treatment and tree establishment measures and any ongoing maintenance requirements. Refer to the water control measures below to manage erosion and sedimentation risks from vegetation removal	
Water	The subject site does not contain any natural waterways and is not mapped as being within a flood prone area. The proposed works do not require additional stormwater connections. The works have the potential to cause impacts to water quality through sediment and other pollutants such as fuel or paint and garbage entering the stormwater system. The limited scope and duration of works would mean any potential impacts would be minimal and temporary in nature. Proposed control measures would be implemented to minimise the potential for impacts during construction and decommissioning.	CM 4 - During construction, site specific erosion and sediment control measures would be implemented in accordance with the 'Blue Book' – Managing Urban Stormwater: Soils and Construction 4th Edition (Landcom, 2004) to avoid contaminating stormwater. Erosion and sediment control measures are not to be removed until the works are complete and areas are stabilised. CM 5 – During construction, all fuels, chemicals and hazardous liquids must be stored away from drainage lines and stormwater drains, within an impervious bunded area in accordance with Australian Standards and EPA Guidelines. Adequate water quality and hazardous materials procedures (including spill management procedures, use of spill kits and procedures for maintaining construction vehicles/equipment) must be implemented in accordance with relevant EPA guidelines. All staff must be made aware of the location of the spill kits and be trained in how to use the kits in the case of a spill. CM 6 – In the event of a pollution incident, works must cease in the immediate vicinity and the Sydney Metro Environmental Incident and non-compliance reporting procedure implemented. The EPA would be notified by Sydney Metro if required, in accordance with Part 5.7 of the <i>Protection of the Environment Operations Act 1997</i> (POEO Act)	Y (when mitigation measures are implemented)
Soils and contamination	Impacts to soil would be primarily through minor earthworks associated with roadworks and vegetation removal. The site is not identified on areas of mapped acid sulfate soils or saline soils. A search of the Environment Protection Authority (EPA) Contaminated Land	CM 7 – In the event that indicators of contamination are encountered during construction (such as odours or visually contaminated materials), work in the area would cease, and the finds would be managed in accordance with an	Y

	Register for St Marys identified records for two sites both of which are on the northern side of the rail corridor over 500m from the proposed works. There is historical contamination from a former dry cleaning business at 1-7 Queen Street and contaminated groundwater is known in the area under the Nariel Street carpark. Ongoing groundwater level data captured as part of the SM-WSA project indicates the standing water level of groundwater below the Nariel Street carpark is approximately five metres below ground level. Groundwater is not expected to be intersected during works. The works have the potential to cause soil contamination through spills of pollutants such as fuel or paint. Proposed control measures would be implemented to minimise impacts during construction and decommissioning. The limited scope and duration of the works would mean any potential impacts would be minimal and/or temporary in nature.	unexpected contamination finds procedure developed for the works. Refer to the control measures in the water section above.	
Air quality	The proposed works may have localised and minimal emissions due to equipment, materials (such as paint) and vehicles needed for construction and decommissioning works. There is also potential for localised dust generation associated with earth works, vegetation removal and transportation of materials. These potential impacts would be minor and temporary in nature and minimised through the proposed dust control measures.	CM 8 - Measures (including watering or covering exposed areas) are to be used, where required, to minimise or prevent air pollution and dust. CM 9 – Works (including the spraying of paint and other materials) are not to be carried out during strong winds or in weather conditions where high levels of dust or air borne particulates are likely. CM 10 – Vehicles transporting waste or other materials that may produce odours or dust are to be covered during transportation. CM 11 – Wet brooming is to be used when collecting dirt and debris in order to minimise dust.	Y
Noise and vibration	There are residences on Carinya Avenue that are adjacent to the signage and bus route works and approximately 60 metres from the bus stop and bus bay works including tree removal. The proposed works will increase noise levels at this location for the length of construction and decommissioning periods however, the works are proposed to be completed during standard hours. If the requirement to undertake out of hours work is identified at a later stage, an out of hours work application would be applied for.. Additional construction vehicle numbers are small in the context of daily traffic and are not expected to result in perceptible increase in road traffic noise levels over the construction period. The proposed works are minor and temporary in nature and would therefore have minor temporary impacts on local businesses and the community, in relation to noise. Similarly, due to the limited nature of the works, and the	CM 12 - All construction works must be undertaken during standard working hours. Standard working hours are Mondays to Fridays 7am-6pm and Saturdays 8am-1pm, with no works on Sunday or public holidays. Any works outside of standard hours must be undertaken in accordance with a General Noise and Vibration Impact Statement approval. Refer to the community control measures.	Y

	lack of sensitive buildings and receivers in close proximity, vibration impacts from the works are expected to be negligible. Use of the bus stop, bus bay and routes will also introduce additional noise sources to nearby residents but given the limited frequency of buses this is also expected to be minimal. Additionally, once the Nariel Street bus interchange is established bus routes will move along Queen Street instead of Carinya Avenue. TfNSW will be responsible for management and use of the bus stop and bus bay once construction is complete.		
Aboriginal Culture and Heritage	A search of the Aboriginal Heritage Management System (AHIMS) on 18 August 2026 (see Appendix C) confirmed there are recorded Aboriginal heritage sites about [REDACTED] of the proposed works but there are no recorded Aboriginal sites in the proposed works area. Due to previous disturbance associated with construction of roads the area is considered to have low Aboriginal archaeological potential. There would be no impacts to Aboriginal culture and heritage from the proposed works.	CM 13 - The Sydney Metro Unexpected Heritage Finds Procedure will be implemented in the event of an unexpected find.	Y
Historic Heritage	St Marys Railway Station is a heritage item of State significance (SHR 01249), TAM S170 listed, and local heritage significance (I282) and is located to the north of the subject site on the other side of Station Street. The works are minor, temporary in nature, in keeping with the existing road environment and sit outside the heritage curtilage. There would be no impacts to historic heritage from the proposed works.	Nil	Y
Community and socio-economic	The proposed works are located on Nariel Street, Queen Street and Carinya Avenue in St Marys partly in the 'Strategic Centre' of St Marys, with a mix of low and high density residential and commercial uses. The proposed works are contained within the road reserve and do not require access to private properties. The proposed works will remove up to six timed parking spaces on Nariel Street resulting in a temporary reduction in parking available for surrounding businesses. Car parking in the surrounding area such as the Gidley Street/Beacroft Place car park, which is 3-hour time limited, will continue to provide parking for shorter term local business parking. The implementation of no-stopping zones on Queen Street, Nariel Street and Carinya Avenue would also result in a temporary loss of up to six timed parking spaces and temporary removal of three Kiss and Ride spaces. Construction works are minor and temporary in nature and would therefore have minor temporary impacts on local businesses and the community, in relation to amenity (noise, air quality and traffic impacts). Potential impacts would be reduced through the implementation of proposed control measures in this document.	CM 14 - Sydney Metro and TfNSW would communicate further updates to businesses and residents adjacent to the site before works commence. This would include reference to the proposed tree removal.	Y

Transport	There is the potential to some delays to traffic on Queen Street, Nariel Street and Carinya Avenue due to short-term traffic management measures (such as lane closures and reduced speed limits). The number of construction vehicle movements is expected to be low so as to have a negligible effect on the traffic network, even during peak periods. Impacts on network performance due to construction traffic would therefore be minor. Pedestrians and cyclist access through the proposed works site would be maintained during construction through traffic management measures. Similarly, access to all properties and businesses would be maintained. Pedestrians, cyclists, staff and business patrons may experience short delays resulting from minor diversions or directives from traffic controllers. The proposed works will remove up to six timed parking spaces on Nariel Street resulting in a temporary reduction in parking available for surrounding businesses. Car parking in the surrounding area such as the Gidley Street/Beacroft Place car park, which is three-hour time limited, will continue to provide parking for shorter term local business parking. The implementation of no-stopping zones on Queen Street, Nariel Street and Carinya Avenue would also result in a temporary loss of up to six timed parking spaces. Three Kiss and Ride spaces between Carinya Avenue and West Lane would also be removed. The remaining two Kiss and Ride spaces on the northern side of Nariel Street between West Lane and Queen Street would be relocated to the southern side of Nariel Street between Queen Street and West Lane. Once the Nariel Street Bus interchange (subject to separate approval) is constructed and in operation, the WSI link buses would no longer utilise Carinya Avenue, and would enter Nariel Street via Queen Street (pathway shown in blue in figure A.3). This would allow the Carinya Avenue parking arrangement to be reinstated, resolving the impacts to parking on Carinya Avenue. The limited scope and duration of the required construction works means that any traffic and transport impacts would be minimal and temporary in nature. The longer term parking impacts are also temporary in nature and parking would be reinstated once SM-WSA is operational.	CM 15 – Changes to traffic arrangements will be communicated to community and businesses in accordance with the engagement strategy for the works.	Y
Waste and resource management	Construction waste associated with construction and demolition works is anticipated to be minor due to the limited scope of works. Waste will be managed in accordance with the resource management hierarchy principles outlined in the <i>Waste Avoidance and Resource Recovery Act 2001</i> including resource management hierarchy principles. The appropriate classification and management (including disposal) of waste streams generated as part of the works would be managed in accordance with the relevant legislation and proposed control measures.	CM 16 - Waste will be managed in accordance with the resource management hierarchy principles outlined in the <i>Waste Avoidance and Resource Recovery Act 2001</i>. CM 17 – All waste would be classified and managed in accordance with the NSW EPA's <i>Waste Classification Guidelines</i> (EPA, 2014). If waste is required to be disposed or taken off- site, following classification it would be	Y

		transported to an appropriately licenced facility that can accept that waste stream.	
Visual	The proposed works would result in temporary visual impacts along the proposed works area due to construction activities, construction plant and equipment, temporary safety barrier and traffic control equipment and potential construction lighting if OOHV is required. The proposed works would require the removal of up to four street trees reducing the visual amenity of the area. Replacement tree planting would be required after decommissioning with tree species appropriate to the area and surrounding land uses. The temporary impacts on visual amenity during construction activities would be confined to the road corridor and immediately adjacent areas. Following the completion of construction, the impacts associated with construction equipment and facilities would be removed and disturbed areas restored. The longer-term impacts (such as those associated with tree removal) would occur during the early stages of construction.	CM 18 – Following the completion of construction works, plant/equipment will be removed, and disturbed areas will be revegetated, sealed, turfed or otherwise restored as appropriate. CM 19 – If required temporary site lighting will be installed and operated in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting.	Y
Land use and property	The works occur within the road and road reserve and there is no change to land ownership. There is a temporary change of use associated with the proposed works which fall into the following categories: • Change from Kiss and Ride and timed parking to a bus stop and bus bay • Change from timed parking to Kiss and Ride • Change from timed parking or Kiss and Ride to no-stopping zones This change of use will be temporary in nature and the existing land use would be reinstated once SM-WSA is operational.	N/A	Y
Hazard and risk	Construction of the proposed works would involve the use of paint for line marking. The works may also require management of leaks or spills from construction equipment or vehicles. Proposed control measures to manage potential impacts are included in the water, soils and contamination section above.	N/A	Y
Other	General construction processes would be followed during the construction and decommissioning works.	CM 20 – An Environmental Risk Assessment must be prepared prior to the commencement of construction. CM 21 – An Environmental Controls Map (ECM) including traffic management must be developed for review by Sydney Metro, one week prior to the commencement of construction and following any revisions made throughout construction CM 22 – All contractors must be inducted on the key project environmental risks, procedures and environmental control measures	Y

		CM 23 – All incidents would be reported in accordance with Sydney Metro's Environmental Incident and Non-compliance Reporting Procedure .	
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Impact Assessment – Operations

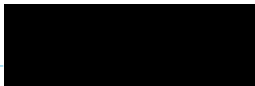
The proposed works are during construction only. The operation of the WSI Link Bus and the associated bus route is not assessed by this document and TfNSW remains responsible for the coordination of bus operators and the use of the bus stop and bus bay. Once the SM-WSA project is operational the proposed works will be decommissioned and the existing arrangements reinstated.

Aspect	Nature and extent of impacts (negative and positive) during operation if control measures implemented	Proposed Control Measures	Minimal Impact? Y/N
Biodiversity	No operational works proposed.	N/A	Y
Water	No operational works proposed.	N/A	Y
Soils and contamination	No operational works proposed.	N/A	Y
Air quality	No operational works proposed.	N/A	Y
Noise and vibration	No operational works proposed.	N/A	Y
Aboriginal Culture and Heritage	No operational works proposed.	N/A	Y
Historic Heritage	No operational works proposed.	N/A	Y
Community and socio-economic	No operational works proposed.	N/A	Y
Transport	No operational works proposed.	N/A	Y
Waste and resource management	No operational works proposed.	N/A	Y
Visual and urban design	No operational works proposed.	N/A	Y
Land use and property	No operational works proposed.	N/A	Y
Hazard and risk	No operational works proposed.	N/A	Y
Other	No operational works proposed.	N/A	Y

Other Environmental Approvals

Identify all other approvals required for the proposed works:	Road occupancy licence Landowners consent
Identify all other related development associated with the works:	Any other works required by TfNSW to support bus operations Sydney Metro – Western Sydney Airport (SSI-10051)

Author certification

Are you confident that the impacts of the activity are known and understood?	☒ Yes ☐ No	
Are you confident that the impacts of the activity can be managed so as not to have an adverse impact?	☒ Yes ☐ No	
I certify that to the best of my knowledge this EIA checklist: - examines and takes into account to the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the project; and - is accurate in all material respects and does not omit any material information.		
Name:		Signature
Title:	A/ Senior Manager Planning Approvals	
		Date:
		01/10/2026

Project Approvals

Planning Approvals (*Refer to section 7 of the Planning Approval Manual*)

Is the project a part of an activity/development which has already been approved under the EP&A Act?

Yes ☐ If yes, does the approval need to be modified to accommodate the project?

If yes, identify requirements for modification.

No ☒ If no, is the project to be assessed under Part 4 or Part 5? Part 5

If the project is to be assessed under Division 5.1 of the EP&A Act, is it an activity that is likely to significantly affect the environment (including critical habitat) or threatened species, populations or ecological communities, or their habitats?

☐ Yes if yes, the project is required to be assessed under Division 5.2

☒ No, with the inclusion of the proposed control measures the project can be appropriately assessed under Division 5.1.

Is the Proposal likely to significantly affect threatened species as defined in Part 7 of the *Biodiversity Conservation Act 2016*

☐ Yes if yes, a Species Impact Statement or Biodiversity Development Assessment Report is required.

☒ No no further consideration of Part 7 of the BC Act is required.

Is the level of impact associated with the proposal suitable for the requirements of an Environmental Impact Assessment checklist?

☒ Yes, the proposal is considered to be minor works and has low environmental risk or impact. No further assessment is required.

☐ No, the proposal is considered to be works that are not minor or have more than a low environmental risk or impact. A Review of Environmental Factors (REF) would likely be required.

THIS SECTION FOR DELEGATED ENDORSER AND APPROVER

Tick appropriate box

Further assessment required?	☐ Yes
	☒ No – no further assessment required at this stage

Endorsement

I have examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the Proposed Activity assessed in this Environmental Impact Assessment Checklist. I endorse that the Proposed Activity may be carried out under Division 5.1 of the *Environmental Planning and Assessment Act 1979*.

I have examined and taken into account to the fullest extent possible consideration of the environmental factors of clause 171(2) of the *Environmental Planning and Assessment Regulation 2021* in determining whether the Proposal would have a significant impact on the environment.

Name:	[REDACTED]
Title:	A/ Senior Manager Planning Approvals
Signature:	[REDACTED]
Date:	

Approval/ Decision Statement

I certify that I have reviewed and endorsed the contents of this Environmental Impact Assessment Checklist, and to the best of my knowledge it is in accordance with the EP&A Act and EP&A Regulation and the information it contains is neither false nor misleading.

I have examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the Proposed Activity assessed in this Environmental Impact Assessment Checklist and determined further assessment is not required. I have also formed the view that the Proposed Activity is not likely to significantly affect threatened species, as defined in Part 7 of the BC Act. Under delegation from the Chief Executive of Sydney Metro, I certify that the Proposed Activity may be carried out subject to the following conditions of approval.

1. Works are to be undertaken in accordance with the Proposed Control Measures identified in the impact assessment tables in this Environmental Impact Assessment Checklist
2. Scope of works must not be changed without prior authorisation from Sydney Metro

Name:	[REDACTED]
Title:	Director Project ESP Partnering (C&SW, WSA, and Operations)
Signature:	[REDACTED]
Date:	02/10/2026

Appendix A – Figures

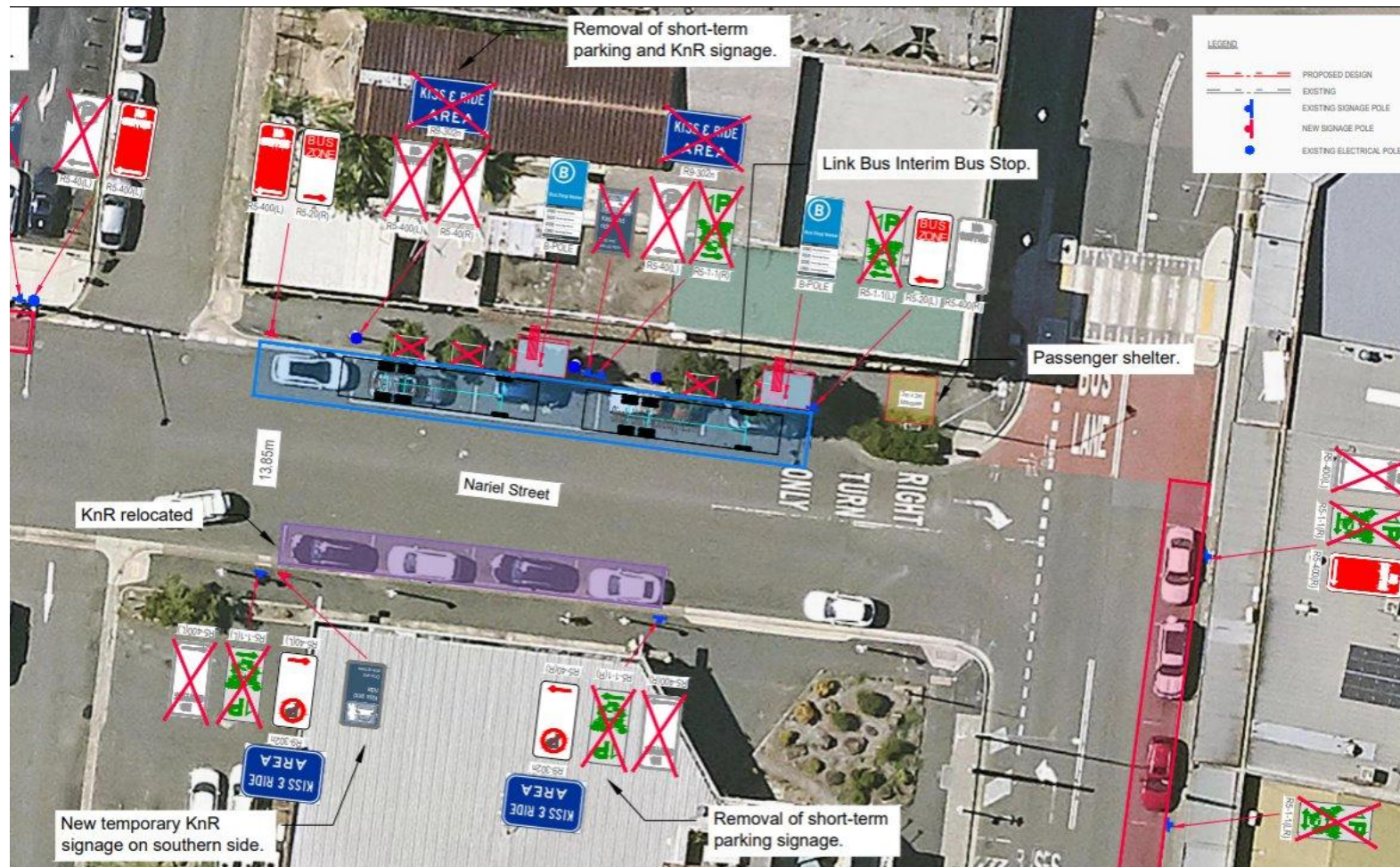


Figure A.1: Proposed changes to Nariel Street to accommodate WSI Link bus stop and bus bay



Figure A.2: Location of proposed tree removal on Nariel Street, St Marys



Figure A.3 Signage and Line Marking Plan for WSI Airport Link Bus in St Marys

Appendix B – Consideration of Clause 171(2) of Environmental Planning and Assessment Regulation 2021

The table below demonstrates Sydney Metro's consideration of the specific environmental factors of clause 171(2) of the Environmental Planning and Assessment Regulation 2021 in determining whether the Proposal would have a significant impact on the environment.

Factor	Consideration	Impact
(a) the environmental impact on the community	There would be some minor temporary impacts to the community during construction and decommissioning, particularly in relation to noise, air quality and traffic. There would also be temporary loss of parking for the duration of use of the WSI Link Bus and parking will be reinstated upon operation of the SM-WSA Line. to the impacts resulting from the removal of up to four street trees would be mitigated through replacement tree planting after decommissioning. Sydney Metro would also investigate whether tree relocation is feasible, in partnership with Penrith City Council.	Short-term negative
(b) the transformation of the locality	The proposed works are required for temporary arrangements to facilitate the WSI Link Bus but would not result in a transformation of the locality.	Nil
(c) the environmental impact on the ecosystems of the locality	The proposed works would require the removal of four street trees which have limited habitat potential. Impacts are considered negative but not significant particularly as tree replacement planting is proposed.	Medium-term negative (minor)
(d) reduction of the aesthetic, recreational, scientific or other environmental quality or value of the locality	The proposed works would have some visual impacts associated with new signage and the removal of up to four street trees. These would reduce after decommissioning with appropriate tree replacement and reinstatement to existing conditions.	Short-term negative
(e) the effects on any locality, place or building that has— (i) aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance, or (ii) other special value for present or future generations	The proposed works are not expected to affect Aboriginal or historic heritage. Safeguards have been proposed to address this impact.	Nil
(f) the impact on the habitat of protected animals, within the meaning of the <i>Biodiversity Conservation Act 2016</i>	The proposed works would require the removal of four street trees which have limited habitat potential for native species. These species would not be solely reliant on the areas of affected habitat and impacts are considered negative but negligible.	Negligible negative impacts
(g) the endangering of a species of animal, plant or other form of life, whether living on land, in water or in the air	The proposed works would not endanger animals, plants or other forms of life.	Nil
(h) long-term effects on the environment	The proposed works are temporary in nature and would be removed once SM-WSA is operational.	Nil
(i) degradation of the quality of the environment	The proposed works are in an urban and commercial area with limited environmental value. The proposed works are temporary in nature and would be removed once SM-WSA is operational. Replacement tree planting would occur after decommissioning.	Short-term negative
(j) risk to the safety of the environment	The proposed works do not represent a risk to the safety of the environment. The proposed works improve passenger safety by having a designated bus stop and bus bay for the WSI Link Bus to collect and drop off passengers.	Nil
(k) reduction in the range of beneficial uses of the environment	The proposed works would not reduce the range of beneficial uses of the environment.	Nil

(l) pollution of the environment	No pollution of the environment is expected to result from the proposed works with the implementation of the proposed safeguards and mitigation measures.	Nil
(m) environmental problems associated with the disposal of waste	Waste generated during construction would be removed from the site and disposed of legally. No environmental problems are anticipated for the disposal of waste.	Nil
(n) increased demands on natural or other resources that are, or are likely to become, in short supply	The proposed works would not increase demand for resources, which are, or are likely to become, in short supply.	Nil
(o) the cumulative environmental effect with other existing or likely future activities	There are potential cumulative noise, community, and traffic impacts associated with other projects in the area particularly the SM-WSA project which has a large construction site at St Marys. However the construction and decommissioning works are temporary in nature and are relatively short in duration.	Short-term negative
(p) the impact on coastal processes and coastal hazards, including those under projected climate change conditions	The proposed works would not influence coastal processes and/or coastal hazards.	Nil
(q) applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1	The Proposal would not affect any strategic planning for the area.	Nil
(r) other relevant environmental factors.	All relevant environmental factors have been considered within this EIA Checklist.	Temporary minor adverse as assessed within this checklist.

Appendix C – AHIMS search

Date: 18 August 2026

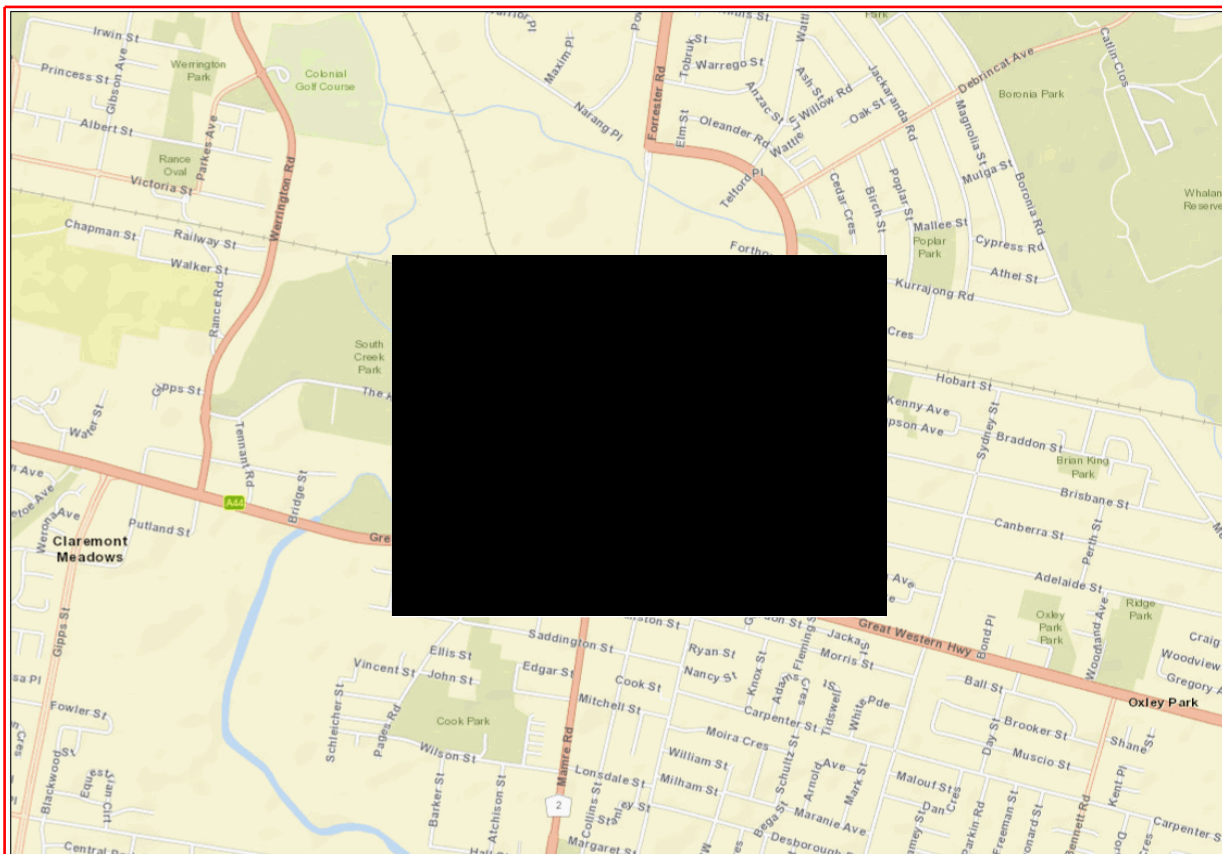
Attention: [REDACTED]

Email: [REDACTED]

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -33.7706, 150.7668 - Lat, Long To : -33.7617, 150.7822, conducted by [REDACTED] on 18 August 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:

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

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

Important information about your AHIMS search

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.