

Review of Environmental Factors Multi-program - Category B

Victoria Road, West Ryde – Critical Watermain Renewal

1 Determination

This Review of Environmental Factors Multiprogram - Category B (Category B REF) is to be read in conjunction with the Review of Environmental Factors Multi-program pipeline and related infrastructure replacement, repair and upgrades (Multi-program REF) (May 2023). Together both documents assess the potential environmental impacts of the Victoria Road, West Ryde – Critical Watermain Renewal proposal. These documents were prepared under Division 5.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act), with Sydney Water both the proponent and determining authority.

The Sydney Water Project Manager is accountable for ensuring the proposal is carried out as described in this Category B REF and the Multi-program REF. Additional environmental impact assessment may be required if the scope of work or work methods, described in either the Multi-program REF or this Category B REF, change significantly following determination.

Decision Statement

The main potential construction environmental impacts of the proposal include impacts to traffic, access, noise and vibration. The proposal will not be carried out in a declared area of outstanding biodiversity value and is not likely to significantly affect threatened species, populations or ecological communities, or their habitats. Therefore, a Species Impact Statement (SIS) and Biodiversity Development Assessment Report (BDAR) are not required.

Given the nature, scale and extent of impacts, and implementation of the mitigation measures outlined in this Category B REF and the Multi-program REF, the proposal is unlikely to have a significant impact on the environment. Therefore, we do not require an Environmental Impact Statement (EIS) and the proposal may proceed.

Certification

I certify that I have reviewed and endorsed this REF, and, to the best of my knowledge, it is in accordance with the EP&A Act and the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation). The proposal has been considered against matters listed in section 171 (Appendix A) and the guidelines approved under section 170 of the EP&A Regulation. The information it contains is neither false nor misleading.

Prepared by:	Reviewed by:	Endorsed by:	Approved by:
Nikolas Kenny REF author Sydney Water Date: 12/06/2025	Jude Gregory Environmental Assessment Team Manager Date: 12 June 2025	Johnny Kim Project Manager Sydney Water Date: 16 June 2025	Murray Johnson Senior Manager Environment and Heritage, Sydney Water Date: 20 June 2025



2 Proposal Summary

Table 1 Description of proposal

Aspect	Detailed description
Location	The majority of the proposal is in the City of Parramatta Local Government Area (LGA) with a small portion crossing into the City of Ryde LGA. The proposal is between Ermington and West Ryde along Victoria Road (a state road connecting Parramatta and Rozelle) flanked by Wharf Road and William Street. Refer to Figure 1.
Approved REF	Review of Environmental Factors Multi-program pipeline and related infrastructure replacement, repair and upgrades (Multi-program REF) (May 2023).
Proposal description	<p>The proposal is part of the Critical Watermain Renewal program, as detailed in the Multi-program REF.</p> <p>The scope of work includes:</p> <p>Site establishment</p> <ul style="list-style-type: none"> installing temporary environmental and traffic controls. <p>Open trenching and pipeline installation</p> <ul style="list-style-type: none"> installing 390 m of DN500 watermain via open trenching. The trench would be about 1.5 m wide and about 5 m in depth dewatering (if required) installing pipeline, backfilling trench, and reinstating road pavement stockpiling and transferring waste material to an established site compound for temporary storage, or taking directly off site to a licensed facility removing temporary environmental and traffic controls and making the road safe for traffic by the end of each shift commissioning and connecting the new watermain to the network decommissioning the old watermain. <p>Demobilisation</p> <ul style="list-style-type: none"> demobilising and restoring the site.
Compounds	<p>The proposed site compound is 16 km to the west of the proposal at Prospect depot. The site is at North Boller Paddock, on the corner of Honeman Close and Reservoir Road, Huntingwood 2148 (Lot 1/-/DP1098102).</p> <p>There is an approved REF (dated 24/05/2022) for the Regional Construction Compound site at Prospect dept, and as such it has not been included in this assessment.</p> <p>However, the mitigation measures outlined in Section 4 of the Prospect Regional Construction Compound REF must be implemented along with the conditions of the Environmental Protection Licence (EPL) throughout the works.</p>



Equipment

The equipment used for the proposal includes:

- air compressors
- concrete agitator trucks
- concrete saws
- compactor
- day makers
- excavators (1 x 35t and 1 x 5t)
- generators
- hand tools
- jackhammers
- light vehicles
- rock hammer for 35t and 5t excavator
- road plates
- site facilities and amenities
- skip bins
- storage containers
- street sweepers
- tip trucks
- vacuum trucks.

Proposal timing

The proposal is anticipated to start in late 2025 and take approximately 35 weeks to complete depending on the weather.

The proposal is expected to occur outside of standard daytime construction hours to minimise disruption to traffic and potential safety risks to construction personnel and road users. Works will be completed at night due to Road Occupancy Licence (ROL) restrictions. The expected construction timing is:

- Kissing Point Road to Victoria Road Intersection - Monday to Thursday 10:00pm until 5:00am
- Victoria Road between Kissing Point Road and Wharf Road - Monday to Thursday 9:00pm until 5:00am
- Wharf Road Intersection - Monday to Thursday 11:30pm until 5:00am.



Figure 1 Location of proposal and environmental constraints

This information has been redacted to protect sensitive Aboriginal Heritage information

3 Consultation

Our approach to community and stakeholder consultation is guided by Sydney Water's community and stakeholder engagement guidelines.

Stakeholder and community engagement is a planned process of initiating and maintaining relationships with external parties who have an interest in our activities. Community and stakeholder engagement:

- enables us to explain strategy, policy, proposals, proposal or programs
- gives the community and stakeholders the opportunity to share their knowledge, issues and concerns
- enables us to understand community and stakeholder views in our decision-making processes alongside safety, environment, economic, technical and operational factors.

The nature, scale and extent of the proposal's potential impact has been evaluated in this REF. If our work impacts the community in some way, we will consult with affected groups throughout the proposal. This includes engaging the broader community and stakeholders during plan or strategy development or before making key decisions.

A Community and Stakeholder Action Plan (CSAP) has been developed for this proposal in line with the overarching Regional Engagement Plan for the North region delivery team and Sydney Water's Guideline for Community and Stakeholder Engagement. Consultation with nearby residents and businesses was carried out during site investigations in February 2023 and will continue in line with the approved CSAP. This includes:

- sending community notifications before work starts and throughout the work as required to provide updates on work timing and impacts and engaging directly with residents where our work impacts their property or driveway
- consultation with affected residents on the proposed night work schedule
- managing enquiries and complaints through community 1800 number and email address, in line with Sydney Water's Complaints Procedure.

We will also provide local councils with reasonable notice when we would like to commence works. Council will be consulted about matters identified in environmental planning instruments (refer Section 4 below). This includes public safety issues, temporary works on council land, and full or partial road closures of council managed roads.

Consultation with affected residents will be guided by the requirements of the noise assessment and Sydney Water's community and stakeholder engagement guidelines.

Sydney Water must consult with councils and other authorities for work in sensitive locations or where the work may impact other agencies' infrastructure or land. This requirement is specified in the State Environmental Planning Policy (Transport and Infrastructure) 2021 (TISEPP).

Consultation with City of Ryde and Parramatta Council is required as the proposal involves excavation of a council owned road and footpath. Written notification of the proposal was sent to both City of Parramatta and City of Ryde Councils under section 2.10 of the TISEPP in December 2024 (see Appendix B). No formal response has been received. Any subsequent feedback will be considered and incorporated into the CEMP if relevant.



4 Legislative requirements

Table 2 shows there are additional legislative requirements beyond those already assessed in the Multiprogram REF.

Table 2 Consideration of additional environmental legislation relevant to the proposal

Legislation	Additional considerations
Ryde Local Environmental Plan (LEP) 2014 Parramatta LEP 2023	The proposal is within the City of Parramatta and the City of Ryde LGAs and is governed by the Parramatta LEP 2023 and the City of Ryde LEP 2014 respectively. The proposal area is zoned R2 Low Density Residential, MU Mixed Use and SP2 Infrastructure.
State Environmental Planning Policy (Transport and Infrastructure) 2021 (TISEPP)	Under section 2.159 of the TISEPP, development for the purpose of water reticulation systems may be carried out by or on behalf of a public authority without consent on any land. As Sydney Water is a public authority, and works are not on land reserved under the NPW Act, no development consent is required.
<i>Roads Act 1993</i>	A ROL would be required from the relevant road authority prior to work on classified roads and any temporary road closures during construction.



5 Additional environmental impacts and mitigation measures

The tables below list the additional environmental impacts that could result from the proposal and the additional mitigation measures. All other environmental impacts and mitigation measures identified in the Multi-program REF remain the same and will be incorporated into the Contractor's Construction Environmental Management Plan (CEMP).

Table 3 Environmental impacts table

Aspect	Additional impacts	Additional mitigation measures
Biodiversity	<p>According to BioNet, there are several historical sightings of the Powerful Owl (<i>Ninox strenua</i>) within 600 m of the proposal (see Figure 1). Powerful owls are nocturnal birds that may be affected by construction noise, and lighting during out of hours night works.</p> <p>The proposal occurs in a heavily modified landscape where most mapped vegetation occurs in isolated patches away from the proposal area. It is unlikely that the Powerful Owl would use the habitat provided within the proposal area. In addition, the species home range can span over 400 ha and more suitable, higher quality habitat is available within the locality.</p>	No additional mitigation measures required.
Non-Aboriginal Heritage	<p>The following online heritage database searches were conducted on 1 October 2024:</p> <ul style="list-style-type: none"> • NSW State Heritage Inventory • World Heritage properties and National Heritage Places • Australian Heritage Database. <p>There are several heritage items along Kissing Point Road and Victoria Road adjacent to the proposal (see Figure 1). As all works would be limited to the road corridor and road verge, no works are expected to be within the curtilage of these listed heritage items. Vibration impacts are considered below. No historic heritage impact is expected from the proposal.</p>	No additional mitigation measures required.
Noise and vibration	<p>The proposal would occur on Victoria Road, a State classified road would therefore require a ROL (see Figure 1). To minimise disruption to traffic and safety risks, work would be undertaken outside of standard hours resulting in some noise impacts for sensitive receivers. ROLs are likely to be granted for the following periods:</p>	Refer to Table 4 for additional noise and vibration mitigation measures and Appendix C for the full NVIA.



- Kissing Point Road to Victoria Road Intersection - Monday to Thursday 10:00pm until 5:00am
- Victoria Road between Kissing Point Road and Wharf Road - Monday to Thursday 9:00pm until 5:00am
- Wharf Road Intersection - Monday to Thursday 11:30pm until 5:00am.

Sydney Water engaged AECOM Australia Pty Ltd (AECOM) to undertake a construction and operational Noise and Vibration Impact Assessment (NVIA) for the proposal based on the above construction hours and methodology.

Nearby noise and vibration sensitive receivers were identified. Attended and unattended noise measurements were completed to characterise the existing noise environment. The measured noise levels were used to establish construction noise management levels.

The results are summarised below.

Construction Noise

The results show construction noise levels are predicted to exceed residential noise management levels (NMLs) during night-time construction. Typically, the noise levels will be clearly audible at receivers, however some residential receivers will experience moderately intrusive and highly intrusive noise levels also.

Up to 19 receivers are likely to be 'highly noise affected' during construction as well as 7 non-residential receivers (see Appendix C).

Construction Vibration

Vibration intensive works may include the use of rock hammers attached to excavators, and jackhammers. Minimum working distances have been provided that allow for compliance with the construction vibration criteria. It is unlikely that works would occur within the minimum working distances for small and medium hydraulic hammers. If a large hydraulic hammer is used however, residences may be within the minimum working distances. In these circumstances mitigation measures have been outlined in Table 4 below to minimise potential impacts.

AECOM recommend a respite approach of 3 hours on and 1 hour off. This may not be feasible



however due to the restricted ROL conditions. Community preferences would be detailed by the community relations team and will determine preferences for extended shift patterns. If shifts involving high impact out of hours works can extend to more than 4 consecutive shifts per week where the works affect the same sensitive receiver/s or if appropriate respite periods are to be provided.

Noise and vibration impacts can be managed through the implementation of mitigation measures in Table 4.

Waste and hazardous materials

A Soil Characterisation Report was completed for the proposal in May 2024 (Confluence Water, 2024). Investigations were undertaken at 8 locations across the alignment and no contaminants of concern were identified.

No additional mitigation measures required.

Waste Classification

Soil samples have been classified as 'General Solid Waste (non-putrescible)' in accordance with the NSW EPA (2014) *Waste Classification Guidelines Part 1: Classifying Waste*. Some material below the fill profile could be classified as VENM. This will be confirmed by further testing during construction.

Waste impacts are expected to be minimal and can be managed through the safeguards listed in the Multi-program REF.

Traffic and access

Most of the proposal is on Victoria Road and Kissing Point Road (See Figure 1) which are classified as a State Road and Local Road respectively. Vehicle movements on these roads are likely to be associated with local residents, buses, and businesses in the surrounding area.

No additional mitigation measures required.

The proposal would require:

- partial road closure of Victoria Road
- partial road closure of Kissing Point Road.

Closures have the potential to impact road network performance on the surrounding network and increase in travel time for vehicle users.

Kissing Point road is a local road and Sydney Water would prepare a Traffic Management Plan (TMP) in consultation with the City of Parramatta Council.



Victoria Road is a state road and a ROL would be obtained from Transport for NSW for the entire alignment and the work will be undertaken outside of standard construction hours.

However, impacts are unlikely to be significant as only certain sections of roads will be closed at one time allowing traffic to flow around the works.

Site access would be via existing roads. Access to private property would be maintained via use of road plates and/or hot mix (asphalt). During operation, there would be minor periodic maintenance works on the mains and connection points. These activities are not expected to result in additional traffic impacts to the surrounding road network, access, parking and public transport.

Table 4 Environmental mitigation measures

General

Should the proposal change from the EIA, no further environmental assessment is required provided the change:

- remains within the study area for the proposal and has no net additional environmental impact or
- is outside the study area for the proposal but:
 - reduces impacts to biodiversity, heritage or human amenity or
 - avoids engineering (for example, geological, topographical) constraints and
 - after consultation with any potentially affected landowners and relevant agencies.

The contractor must demonstrate in writing how the changes meet these requirements, for approval by Sydney Water's Project Manager in consultation with the environmental and community representatives.

To ensure compliance with legislative requirements for incident management (e.g. Protection of the Environment Operations Act 1997), Sydney Water's employees and contractors will follow SWEMS0009. Attach SWEMS0009 to the CEMP.

Noise and vibration

General

Monitor compliance with the recommended vibration levels in DIN 4150-3 1999: Structural Vibration – Part 3; Effects of vibration on structures.

Carry out ongoing community engagement on an ad-hoc basis including regular follow-up (e.g. phone discussions) for sensitive receivers/ highly impacted residents.



Conduct a toolbox talk in advance of work starting to induct all site crew members on the noise mitigation measures of the CEMP.

Record all consultation with community and stakeholders on Sydney Water's Consultation Manager database

Incorporate daily planned site activities including mitigation measures as part of the site diary entry and pre-start meetings.

Send regular project update newsletters to surrounding community and key stakeholders fortnightly (or as required).

Night Works

Works are to be undertaken in accordance with the ROLs. ROLs are likely to be granted for the following periods:

- Kissing Point Road to Victoria Road Intersection - Monday to Thursday 10:00pm until 5:00am (Noisy work limit: 2:00am)
- Victoria Road between Kissing Point Road and Wharf Road - Monday to Thursday 9:00pm until 5:00am (Noisy work limit: 2:00am)
- Wharf Road Intersection - Monday to Thursday 11:30pm until 5:00am (Noisy work limit: 4:30am).

All site inductions shall brief workers, contractors, and visitors on the neighboring sensitive receivers (if applicable) and general noise safeguards and compliance obligations relating to the site.

No swearing or unnecessary shouting or loud stereos/radios on site. No dropping of materials from height, throwing of metal items and slamming of doors.

All staff and contractors should take reasonable steps to ensure that noise from reactive work is minimised.

Comply with the *Noise Management Code of Behaviour* for works outside of standard daytime hours.

Consideration should be given to purchasing goods which are noise efficient. Refer to Guidance Sustainable Procurement in Supply Contracts.

Work generating noise with special audible characteristics and/or vibration levels (including rock/jack hammering and concrete sawing) should be scheduled during less sensitive time periods and completed before midnight, if possible.

Noise with special audible characteristics and vibration generating activities (including jack and rock hammering) may only be carried out in continuous blocks, not exceeding three hours each, with a respite period of one hour between each block. 'Continuous' includes any period during which there is less than a one-hour respite between ceasing and recommencing any of the work.

No more than four consecutive nights of noise with special audible characteristics and/or vibration generating work may be undertaken in the same NCA over any seven-day period, unless otherwise approved by the relevant authority. A minimum respite period of three nights shall be implemented between periods of consecutive night works.

Quieter and less vibration emitting construction methods will be used where feasible and reasonable (e.g. rubber wheeled instead of steel tracked plant).

Equipment will be regularly inspected and maintained to ensure it is in good working order.



The noise levels of plant and equipment will have operating sound power or sound pressure levels that would meet the predicted noise levels in Appendix C of the NVIA. Noise emissions will be considered as part of the selection process.

Simultaneous operation of noisy plant within discernible range of a sensitive receiver will be avoided.

The offset distance between noisy plant and adjacent sensitive receivers will be maximized.

Plant used intermittently will be throttled down or shut down.

Plant and vehicles will be turned off when not in use.

Noise-emitting plant will be directed away from sensitive receivers where reasonable and feasible.

Traffic flow, parking and loading/unloading areas will be planned to minimise reversing movements within the site.

Truck drivers will be advised of designated vehicle routes, parking locations, acceptable delivery hours or other relevant practices (i.e. minimising the use of engine brakes, and no extended periods of engine idling).

Non-tonal reversing beepers (or an equivalent mechanism) will be fitted and used on all construction vehicles and mobile plant regularly used on site and for extended work hours construction work.

Loading and unloading of materials/deliveries will occur as far as possible from sensitive receivers. Delivery vehicles will be fitted with straps rather than chains for unloading, wherever possible

Where possible noise from mobile plant will be reduced through additional fittings including:

- Residential grade mufflers
- Air Parking brake engagement is silenced.

The speed of vehicles will be limited and the use of engine compression brakes limited. On-site storage capacity will be maximised to reduce the need for truck movements during sensitive times

Stationary noise sources will be enclosed or shielded to the greatest extent possible whilst ensuring that the occupational health and safety of workers is maintained.

The use of structures to shield residential receivers from noise such as the use of temporary noise barriers or curtains (where practicable). These barriers are typically hung from temporary site fencing.

Report and manage noise complaints in accordance with the Sydney Water Complaint Procedure

All complaints should be entered into the Customer Relationship Management (CRM) system including the customers' details. The complaint then needs to be assigned to the appropriate area for action. If staff are not familiar with CRM, the complaint should be reported to their direct manager and phone calls transferred to the Customer Contact Centre.

All noise complaints are to be investigated and rectified as soon as possible (e.g. amending work practices, implementing additional reasonable and feasible mitigation measures etc.). Resolution of the complaint concludes with the customer being advised of actions taken to rectify issue.

Noise monitoring should be considered when investigating complaints to understand if construction noise is consistent with the predictions in the noise assessment

Works notification where complainant locations are likely to be affected by future works, project notifications would be provided no less than seven days before works are undertaken



Seek community views on the proposed work methodology via community meetings, websites and social media or any appropriate method. Community engagement must be carried out allowing sufficient time to ensure that views can be incorporated. The community engagement can be undertaken as part of the general environmental communications plan

Affected non-residential receivers (such as Metro Petrol Station, KFC Ermington, Gracie Barra West Ryde, BP Petrol Station and McDonald's West Ryde) should be briefed prior to commencement of the works and consultation undertaken to identify any periods of particular sensitivity.

Noise complaints are to be reviewed at least every 6 months in accordance with the Sydney Water Noise Management Procedure (SWEMS0056).

Complaints are to be reported and managed in accordance with the Sydney Water Noise Management Procedure (SWEMS0056).

If vibration intensive equipment is to be used within the minimum working distances for cosmetic damage, as presented in Appendix C, then a vibration monitoring system should be installed



6 Conclusion

This Category B REF outlines potential environmental impacts associated with Victoria Road, West Ryde Critical Watermain Renewal works. Any additional environmental impacts are considered minor and potential impacts can be mitigated through implementation of the measures outlined in this Category B REF and the Multi-program REF. The proposal is not likely to significantly impact the environment.



Appendix A – Section 171 checklist

Requirements in addition to the Multi-program REF are considered in the table below.

Section 171 checklist	REF finding
Any environmental impact on a community	There may be impacts on the community including temporary noise, vibration and traffic impacts. There will be environmental improvements by providing a reliable water service to the local community.
Any transformation of a locality	The proposal will not result in the transformation of a locality.
Any environmental impact on the ecosystems of the locality	The proposal will not result in environmental impacts to ecosystems of the locality.
Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of the locality	<p>The proposal is generally in previously disturbed residential and public areas. There may be localised and temporary reduction of aesthetic and recreational values of work sites during construction, however these would be restored to pre-existing conditions after the works.</p> <p>The proposal will not permanently reduce the aesthetic, recreational, scientific, or other environmental quality or value of the locality.</p>
Any effect upon a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or any other special value for present or future generations	The proposal will not have any effect upon a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific, or social significance or any other special value for present or future generations.
Any impact on the habitat of any protected animals (within the meaning of the <i>Biodiversity Conservation Act 2016</i>)	The proposal will not have any impact on the habitat of protected animals.
Any endangering of any species of animal or plant or other form of life, whether living on land, in water or in the air	The proposal will not be endangering any species of animal, plant, or other form of life, whether living on land, in water or in the air.
Any long-term effects on the environment	The proposal will not have any long-term impacts on the environment but will have a long-term benefit by providing a reliable and modern water service for the area.
Any degradation of the quality of the environment	The proposal will not cause the degradation of the quality of the environment.
Any risk to the safety of the environment	The proposal will not increase risk to the safety of the environment.
Any reduction in the range of beneficial uses of the environment	The proposal will not reduce the range of beneficial uses of the environment.



Section 171 checklist	REF finding
Any pollution of the environment	Environmental mitigation measures will mitigate the potential for the proposal to pollute the environment. No pollution of the environment is expected.
Any environmental problems associated with the disposal of waste	Waste disposal will be in accordance with the environmental mitigation measures, and no environmental problems associated with the disposal of waste are expected.
Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply	The proposal will not increase demand on resources, that are, or are likely to become, in short supply.
Any cumulative environmental effect with other existing or likely future activities	The proposal will not have any cumulative environmental effect with other existing or likely future activities.
Any impact on coastal processes and coastal hazards, including those under projected climate change conditions	The proposal will not have any impact on coastal processes or hazards, and coastal processes and coastal hazards will not have any impact on the proposal.
Any applicable local strategic planning statements, regional strategic plans or district strategic plans made under the EP&A Act, Division 3.1	There are no applicable strategic planning statements or plans, as the proposal forms part of a renewals program.
Any other relevant environmental factors.	The proposal has been assessed against the factors listed above, and there are no other relevant environmental factors to consider.



Appendix B – Consideration of TISEPP consultation

TISEPP section	Yes	No
Section 2.10, council related infrastructure or services – consultation with council		
Will the work:		
Potentially have a substantial impact on stormwater management services provided by council?		✓
Be likely to generate traffic that will strain the capacity of the road system in the LGA?		✓
Connect to, and have a substantial impact on, the capacity of a council owned sewerage system?		✓
Connect to, and use a substantial volume of water from a council owned water supply system?		✓
Require temporary structures on, or enclose, a public space under council's control that will disrupt pedestrian or vehicular traffic that is not minor or inconsequential?		✓
Excavate a road, or a footpath adjacent to a road, for which the council is the roads authority, that is not minor or inconsequential?	✓	
Section 2.11, local heritage – consultation with council		
Is the work likely to affect the heritage significance of a local heritage item, or of a heritage conservation area (not also a State heritage item) more than a minor or inconsequential amount?		✓
Section 2.12, flood liable land – consultation with council		
Will the work be on flood liable land (land that is susceptible to flooding by the probable maximum flood event) and will works alter flood patterns other than to a minor extent?		✓
Section 2.13, flood liable land – consultation with State Emergency Services		
Will the work be on flood liable land (land that is susceptible to flooding by the probable maximum flood event) and undertaken under a relevant provision*, but not the carrying out of minor alterations or additions to, or the demolition of, a building, emergency works or routine maintenance? * (e) Div.14 (Public admin buildings), (g) Div.16 (Research/ monitoring stations), (i) Div.20 (Stormwater systems)?		✓
Section 2.14, development with impacts on certain land within the coastal zone– council consultation		
Is the work on land mapped as coastal vulnerability area and inconsistent with a certified coastal management program?		✓
Section 2.15, consultation with public authorities other than councils		
Will the proposal be on land adjacent to land reserved under the <i>National Parks and Wildlife Act 1974</i> or land acquired under Part 11 of that Act? <i>If so, consult with DPE (NPWS).</i>		✓
Will the proposal be on land in Zone C1 National Parks and Nature Reserves or on a land use zone that is equivalent to that zone? <i>If so, consult with DPE (NPWS).</i>		✓
Will the proposal include a fixed or floating structure in or over navigable waters? <i>If so, consult TfNSW.</i>		✓
Will the proposal be on land in a mine subsidence district within the meaning of the <i>Coal Mine Subsidence Compensation Act 2017</i> ? <i>If so, consult with Subsidence Advisory NSW.</i>		
Will the proposal be on land in a Western City operational area specified in <i>the Western Parkland City Authority Act 2018</i> , Schedule 2 and have a capital investment value of \$30 million or more? <i>If so, consult the Western Parkland City Authority.</i>		✓
Will the proposal clear native vegetation on land that is not subject land (ie non-certified land)? <i>If so, notify DPE at least 21 days prior to work commencing. (Requirement under s3.24 Chapter 3 Sydney Region Growth Centres - of the SEPP (Precincts – Central River City) 2021).</i>		✓



Appendix C – Construction noise and vibration assessment

