



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

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Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
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For information – do not alter:

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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI-10038: Sydney Metro West – Concept and Stage 1 (major civil construction between Westmead and The Bays)

SSI-10038-Mod-1: Modification 1 Administrative

Date of determination: 11 March 2021

Type of planning approval: Critical State Significant Infrastructure (Division 5.2)

Description of existing approved project you are assessing for consistency:

Sydney Metro West (the Concept)

Sydney Metro West (the Concept) involves the construction and operation of about 24 kilometres of underground metro rail between Westmead and the Sydney CBD. The key components are expected to include (as described in Chapter 6 of the Environmental Impact Statement (EIS)):

- Construction and operation of new passenger rail infrastructure between Westmead and the central business district of Sydney, including:
 - Tunnels, stations (including surrounding areas) and associated rail facilities
 - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure (including stations and surrounding areas)
- Ancillary development.

Sydney Metro West - all major civil construction works between Westmead and The Bays (Stage 1 of the planning approval process) - the approved project

The Sydney Metro West Project Concept; and all major civil construction works between Westmead and The Bays, including station excavation and tunnelling was determined on 11 March 2021. The scope of Stage 1 of the planning approval process for Sydney Metro West (the approved project) is described in Chapter 9 of the EIS, with the key features including:

- Tunnel excavation including tunnel support activities between Westmead and The Bays
- Station excavation for new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
- Shaft excavation for services facilities
- Civil work for the stabling and maintenance facility at Clyde.

The approved project assessed the use of The Bays Station construction site (Section 9.5.10 of the EIS) ('the approved site') with the location and indicative layout, including vehicle access and egress, shown in Figure 1 (Figure 9-30 in the EIS). The EIS identified that The Bays Station construction site would be used to:

- Carry out the excavation of The Bays Station
- Launch and support two tunnel boring machines for the drive west to the Sydney Olympic Park metro station construction site.

This construction site would include tunnel boring machine support services including high voltage power supply, spoil storage and removal, fresh air ventilation, work train, grout batching plant, water supply, water treatment and disposal, material storage as well as office facilities, worker amenities and parking, and storage and installation of precast concrete lining elements. Access to and egress from the construction site would be from James Craig Road via Port Access Road, Sommerville Road and Solomons Way. Port Access Road has been relocated prior to the approved site establishment and was subject to a separate planning approvals process.

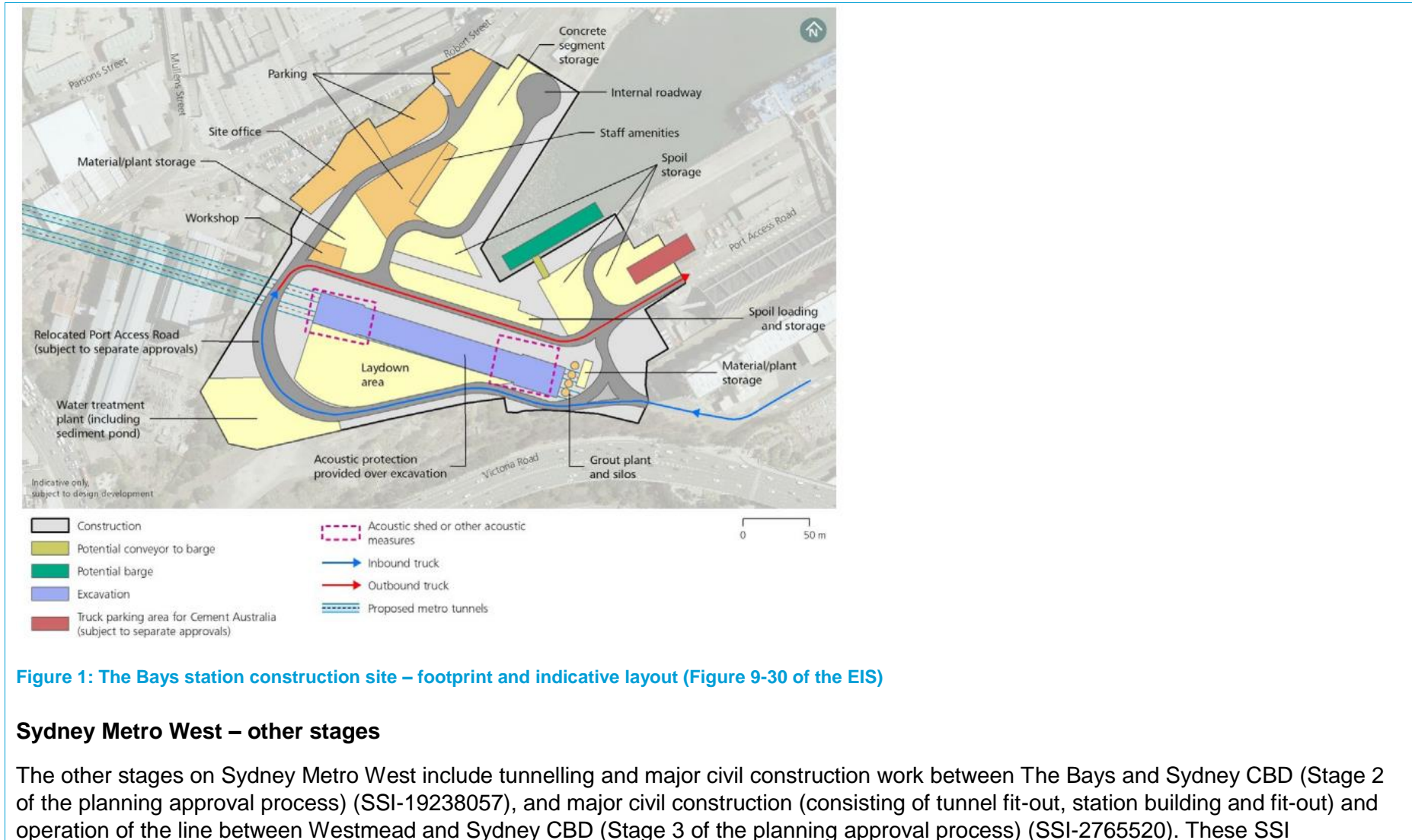


Figure 1: The Bays station construction site – footprint and indicative layout (Figure 9-30 of the EIS)

Sydney Metro West – other stages

The other stages on Sydney Metro West include tunnelling and major civil construction work between The Bays and Sydney CBD (Stage 2 of the planning approval process) (SSI-19238057), and major civil construction (consisting of tunnel fit-out, station building and fit-out) and operation of the line between Westmead and Sydney CBD (Stage 3 of the planning approval process) (SSI-2765520). These SSI

applications are in progress and have not yet been determined. The footprint and layout of the construction site at The Bays for these subsequent stages may result in further changes to the construction boundary at The Bays.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- SMW Concept and Stage 1 Environmental Impact Statement (EIS) – 15 April 2020
- SMW Concept and Stage 1 Submissions Report (SR) – 20 November 2020
- SMW Amendment Report (AR) – 20 November 2020
- SMW Consolidated Conditions of Approval – 28 July 2021

All documentation has been published on the Department of Planning, Industry and Environment Major Projects website located here (Major Project Number: SSI-10038): <https://www.planningportal.nsw.gov.au/major-projects/project/25631>

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the Stage 1 EIS, Submissions Report and Amendment Report and the Conditions of Approval (CoA).

2. Description of proposed development/activity/works

The purpose of this Consistency Assessment is to assess a minor adjustment to the boundary of The Bays Station construction site to correct minor anomalies between the approved construction site boundary and property boundaries. The approved and proposed revised The Bays Station construction site boundary is shown in Figure 2. The additional site area is about 3075 sqm and it will be used for the same main purposes as approved for The Bays Station construction site in the Stage 1 EIS.

The proposal does not involve any changes to The Bays Station construction site indicative construction program, outlined in Figure 9-31 of the Stage 1 EIS.



3. Timeframe

When will the proposed change take place? For how long?

This Consistency Assessment relates to a change in The Bays Station construction site boundary. No change is proposed to the indicative construction program as shown in Figure 9-31 of the Stage 1 EIS.

4. Site description

The Bays Station construction site is located in front of the former White Bay Power Station and on the foreshore of White Bay. The site was previously used for industrial and wharf operations for White Bay. The location of The Bays Station construction site is shown in Figure 1 and 2.

5. Site Environmental Characteristics

The existing environmental characteristics of The Bays Station construction site is included in the Stage 1 EIS and a summary is as follows:

- Land uses of the site include Port and Employment, IN2 – Light Industrial and W1 – Maritime Waters
- Location on the foreshore of White Bay
- White Bay has been heavily modified for port purposes and is unlikely to contain significant aquatic habitat
- There is no naturally occurring native vegetation. The site is almost devoid of vegetation except for opportunistic weed species. The land directly adjacent (to the south, west and north) contains a mix of planted vegetation and weeds
- Soils and groundwater have a moderate potential contamination risk associated with current and historic activities
- No registered Aboriginal heritage sites, but there is an area of low to moderate Aboriginal archaeological potential

The non-Aboriginal heritage site characteristics are described in Table 1. Archaeological management of The Bays Station construction site would be conducted under the revised Archaeological Research Design Excavation Methodology (ARDEM) in preparation for the proposal as required by CoA D25 (as modified) and D26.

Table 1: Existing non-Aboriginal heritage site characteristics

Item and listing	Significance	Proximity to The Bays Station construction site
White Bay Power Station SHR (01015) Urban Development Corporation s170 (4500460) SREP N. 26 – City West Part 3 No. 11	State	The construction site falls partially within the curtilage of the White Bay Power Station
The Valley Heritage Conservation Area Leichhardt LEP 2013 (C7)	Local	Located to the north and north-west of the construction site
White Bay Power Station (outlet) Canal Ports Authority of NSW s170 (4560026)	Local	Located within the approved construction site, and the study area of the approved construction site.
White Bay Power Station (inlet) Canal Ports Authority s170 (4560062)	Local	Located within the approved construction site, and the study area of the construction site, and extending west under the White Bay Power Station to Rozelle Bay south of the approved construction site.
Beattie Street Stormwater Channel No. 15 Sydney Water s170 (4570329)	Local	Partially located within the northern part of the study area of the construction site.
Glebe Island Silos Ports Authority of NSWs170 (4560016) SREP No. 26 – City West Part No. 1	Local	Located to the south-east of the construction site, and the western end is partially within the study area.

6. Justification for the proposed works

A minor site boundary adjustment is required to The Bays Station construction site to correct minor anomalies between the approved construction site boundary and property boundaries. The revised The Bays Station construction site boundary captures the area required for the construction activities for Stage 1 of the planning approval process. The footprint and layout of the construction site at The Bays for subsequent planning approval stages may result in further changes to the construction boundary at The Bays.

8. Control Measures

The Sydney Metro Construction Environmental Management Framework, Construction Noise and Vibration Standard and Construction Traffic Management Framework set out the overall approach to environmental management. The proposal would also be undertaken in accordance with these frameworks as well as the mitigation measures and the conditions of approval for the approved project.

The proposal would be managed in accordance with the relevant Construction Environmental Management Plans, which must be produced in accordance with the conditions of approval for the approved project.

Archaeological management of The Bays Station construction site would be conducted under the revised ARDEM in preparation for the proposal as required by CoA D25 (as modified) and D26.

10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	<p>Biodiversity impacts were assessed in Chapter 22 of the Stage 1 EIS. It was identified that the approved site contains opportunistic weed species, and adjoining land contains a mix of planted vegetation and weeds.</p> <p>The proposed additional construction site land is mostly cleared and no threatened species were identified in this location. However, the proposal may require the removal of a small extent of planted native vegetation and weeds. The clearing of any planted native vegetation will be minimised in accordance with CoA D2.</p> <p>Black Rockcod is a vulnerable aquatic species identified in White Bay and the Stage 1 EIS identified that the Approved Project may result in impacts to their habitat due to changes in water quality during construction. The proposed additional construction site land will be managed in accordance with the CoA D116 relating to erosion and sediment controls to minimise any potential impact to this species and water quality. No additional impacts as therefore anticipated.</p> <p>As such, the potential flora and fauna impacts from this proposal would be consistent with the Approved Project.</p>	No additional measures required.	Y	Y	
Water	No change from the Approved Project. The proposed additional construction site land will be managed in accordance with the CoA and REMMs relating to erosion and sediment controls.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Contamination and soils	<p>Chapter 20 of the Stage 1 EIS identified that the approved site contains soils and groundwater with a moderate potential contamination risk associated with current and historic activities. The proposal presents a relatively minor increase in the construction site area and it is likely to have the same contamination risk as the approved site given its size and proximity. CoAs and REMMs are to be applied to the proposed additional construction site land to manage potential contamination impacts. This includes the mitigation measures in the Construction Environmental Management Framework (CEMF) and Soil and Water Construction Environmental Management Plan (CEMP) Sub-plan.</p> <p>As such, the potential contamination and soils impacts of this proposal would be consistent with the Approved Project.</p>	No additional measures required.	Y	Y	
Air quality	<p>Air quality impacts of the Approved Project were assessed in Chapter 23 of the Stage 1 EIS. Construction works on the additional land resulting from the minor boundary adjustment are expected to result in localised air quality impacts from the use of vehicles and machinery, and also the movement of spoil and materials. The extent of air quality impacts of this proposal are expected to be similar to the Approved Project, as there is no intensification of the use of the site, rather the extent of air quality impacts as assessed in the Stage 1 EIS will be dispersed across the slightly larger site.</p> <p>Air quality impacts associated with the proposal will be managed in accordance with existing CoAs and REMMs, including the Construction Environmental Management Plan (CEMP).</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Noise and vibration	<p>Construction noise and vibration was assessed in Chapter 11 of the Stage 1 EIS. The extent of noise and vibration impacts of this proposal are expected to be similar to the Approved Project, as there is no proposed intensification of the use of site, rather the extent of noise and vibration impacts as assessed in the Stage 1 EIS will be dispersed across the slightly larger site.</p> <p>Potential noise and vibration impacts will be managed in accordance with the CoAs and REMMs, including the measures contained within the relevant Construction Noise and Vibration Management Sub-Plan.</p>	No additional measures required.	Y	Y	
Aboriginal heritage	<p>Chapter 13 of the Stage 1 EIS assessed Aboriginal heritage impacts from the Approved Project. No recorded Aboriginal sites are located within 100 metres of The Bays Station construction site. The closest recorded Aboriginal site is AHIMS ID 45-6-2278, a potential archaeological deposit (PAD) site located approximately 650 metres to the east.</p> <p>The Stage 1 EIS identifies that the approved site has an area of low to moderate archaeological potential. The proposal would be undertaken in accordance with CoAs and REMMs, including the Aboriginal archaeological test excavation methodology (currently under preparation) and revised Archaeological Research Design and Excavation Methodology (ARDEM) (currently under preparation) and the Unexpected Finds Protocol.</p> <p>As such, the potential Aboriginal heritage impact would be consistent with the Approved Project.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Non-Aboriginal heritage	<p>Chapter 12 of the Stage 1 EIS assessed non-Aboriginal heritage impacts from the Approved Project.</p> <p>The proposed additional land resulting from the minor boundary adjustment would be used for the same uses approved for The Bays Station Construction site including, tunnel boring machine support services. However, given that the additional land is on the periphery of the approved construction site, less intensive uses and minor excavation is likely to be undertaken in this area.</p> <p>Heritage items</p> <p>The approved and proposed site continues to be within or directly adjacent to State, Section 170 Heritage and Conservation Register and local heritage items and conservation areas as outlined in Table 1.</p> <p>The non-Aboriginal heritage impacts resulting from the proposal is consistent with that assessed in the Approved Project (see Appendix 1). Overall, there is no change in the magnitude of the non-Aboriginal heritage impacts assessed in the Stage 1 EIS.</p> <p>The proposal would be undertaken in accordance with the relevant CoAs and REMMs, including the revised ARDEM. No additional impacts are anticipated on any elements of heritage significance as a result of the proposal relative to the Approved Project.</p> <p>Archaeological potential</p> <p>The Stage 1 EIS archaeological assessment identified the potential remains which may be on site associated with the following features, and their potential for occurrence:</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<ul style="list-style-type: none"> William Balmain Estate – nil to low potential for occurrence Rozelle Subdivision and Waterfront Industries – low to moderate potential for occurrence White Bay Power Station and Port Facilities - moderate to high potential for occurrence <p>The Stage 1 EIS identified that impacts to significant archaeological resources are likely to occur during demolition and excavation work for The Bays Station. The construction works undertaken on the additional land resulting from the minor boundary adjustment would be managed in accordance with relevant mitigation measures and CoAs including being included within the revised ARDEM being prepared in accordance with CoA D25 (as modified) and D26 to manage and mitigate impacts to the potential archaeological resources.</p> <p>As such, although minor additional excavation may be required within the minor boundary adjusted areas potentially affecting areas of archaeological potential, archaeological impacts are anticipated to be consistent with the Approved Project.</p>				
Community and socioeconomic	No change from the Approved Project.	No additional measures required.	Y	Y	
Transport	No change from the Approved Project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Spoil and waste	<p>Spoil and waste management impacts were assessed in Chapter 24 of the Stage 1 EIS. The proposal may involve additional excavations to make the additional land resulting from the minor boundary adjustment suitable for the construction activities, and provide additional area for construction activities including spoil stockpiling and management.</p> <p>There is the potential to encounter acid sulfate soils at the site during excavation and other ground disturbance.</p> <p>Spoil and waste will be managed in accordance with existing CoAs and REMMs including the CEMF.</p> <p>As such, the potential spoil and waste impacts would be consistent with the Approved Project.</p>	No additional measures required.	Y	Y	
Economic	No change from the Approved Project.	No additional measures required.	Y	Y	
Landscape character and visual amenity	<p>The landscape character and visual amenity impacts were assessed in Chapter 15 of the Stage 1 EIS. The approved The Bays Station construction site was assessed as having a negligible landscape character impact, and a negligible or minor adverse visual impact from five viewpoints.</p> <p>The proposal would not result in additional visual impacts as the extent of the boundary change is minor and there are no changes proposed to the types of activities occurring within the construction site. As such, landscape character and visual impacts are considered to be consistent with that assessed in the Stage 1 EIS.</p>	No additional measures required.	Y	Y	
Geotechnical	No change from the Approved Project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Land use and property	No change from the Approved Project.	No additional measures required.	Y	Y	
Hazard	Hazard impacts were assessed in Chapter 25 of the Stage 1 EIS. Potential hazards on the site include risks to people, property and the environment associated with transport and storage of explosives, and impacts on underground utilities. The proposal does not result in an increase in potential hazard impacts beyond what was assessed in the Stage 1 EIS, and any potential impacts will be managed in accordance with the relevant CoAs and REMMs.	No additional measures required.	Y	Y	
Other	No change from the Approved Project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the Approved Project.	No additional measures required.	Y	Y	

11. Impact Assessment – Operation

The proposed works are during construction only.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the Approved Project.	No additional measures required.	Y	Y	
Water	No change from the Approved Project.	No additional measures required.	Y	Y	
Contamination and soils	No change from the Approved Project.	No additional measures required.	Y	Y	
Air quality	No change from the Approved Project.	No additional measures required.	Y	Y	
Noise and vibration	No change from the Approved Project.	No additional measures required.	Y	Y	
Aboriginal heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Community and socioeconomic	No change from the Approved Project.	No additional measures required.	Y	Y	
Transport	No change from the Approved Project.	No additional measures required.	Y	Y	
Waste and resource management	No change from the Approved Project.	No additional measures required.	Y	Y	
Economic	No change from the Approved Project.	No additional measures required.	Y	Y	
Visual and urban design	No change from the Approved Project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Land use and property	No change from the Approved Project.	No additional measures required.	Y	Y	
Hazard and risk	No change from the Approved Project.	No additional measures required.	Y	Y	
Other	No change from the Approved Project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the Approved Project.	No additional measures required.	Y	Y	

12. Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?</p>	<p>No. The proposed works would not transform the project. The project would continue to provide a metro rail line between Westmead and The Bays as part of the Approved Project.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the Approved Project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The revised The Bays Station construction site footprint would still deliver a construction site for the excavation of The Bays Station, and for launch and support of tunnel boring machines. Therefore, the project as modified is consistent with the objectives and functions of The Bays Station construction site and the Approved project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No. The proposed works do not result in any new environmental impacts beyond those considered in the Approved Project.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposal are understood and will be accounted for by implementing the existing mitigation measures provided in the Environmental Impact Statement, Submissions Report, Amendment Report and the Instrument of Approval for the approved project.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

13. Other Environmental Approvals

Identify all other approvals required for the project:	N/A
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Author certification

To be completed by person preparing checklist.


I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Rachel Gardner	Signature:	
Title:	Planning Approvals Officer		
Company:	Sydney Metro	Date:	26 August 2021

This section is for Sydney Metro only.


Application supported and submitted by

Name:	Yvette Buchli	Date:	27/08/2021
Title:	Associate Director Planning Approvals	Comments:	
Signature:			

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes The proposed activity/works are consistent and no further assessment is required.

- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Stuart Hodgson	Date:	27 August 2021
Title:	Director Environment, Sustainability & Planning, West	Comments:	
Signature:			

Appendix A – Non-Aboriginal heritage impact assessment

Item and listing	Significance	Impact assessed in the Stage 1 EIS	Magnitude of impact assessed in the Stage 1 EIS	Revised impact assessment
White Bay Power Station SHR (01015) Urban Development Corporation s170 (4500460) SREP N. 26 – City West Part 3 No. 11	State	Direct impact – partial demolition Stage 1 would encroach on about 0.7 ha of the curtilage of the White Bay Power Station, involving demolition of all structures, ground works and excavations in this zone. No significant buildings or structures in the curtilage are located in the construction site, which largely comprises vacant land and is not considered to be of exceptional or high significance. The land is designated to be retained or adapted suitably, resulting in a moderate impact.	Moderate	No change to the level of impact assessed in the Stage 1 EIS. The minor adjustment to The Bays Station construction site boundary encroaches the curtilage of the White Bay Power Station by about 108 square metres, and this would result in an accumulative encroachment of about 7108 square metres. Given the minor additional encroachment, and that no significant buildings or structures in the curtilage are located within these additional area, no change to the moderate impact assessed in the Approved Project is expected.
		Potential direct impact – vibration Modelling indicates that this item could experience vibration levels above the cosmetic damage screening criteria. Further assessment (including a structural assessment) and vibration impact monitoring (if required) would be completed to ensure safe vibration levels for the structure are met	Minor	No change to the level of impact assessed in the Stage 1 EIS. Given the proposal results in only a minor additional encroachment on the curtilage of this heritage item, no change to the magnitude of the potential direct vibration impact is expected. The additional area will be included in any future structural assessment and vibration impact monitoring.
		Indirect impact – views and vistas Stage 1 would result in visual changes within the heritage item and changes to the arrangement and configuration of the land surrounding the significant industrial structures,	Moderate	No change to the level of impact assessed in the Stage 1 EIS. The additional land resulting from the proposed boundary adjustment is on the

		which have identified spatial significance for their contribution to the scale and industrial quality of the item and its built components. Although the orientation of the station has been planned to retain heritage significant view lines to and from the power station		<p>periphery of the approved construction site. Less intensive uses are likely to be undertaken in this area, and is not expected to result in any potential additional indirect view and vista impacts to this heritage item.</p> <p>Furthermore, the proposal does not contain any significant buildings or structures in the curtilage of this heritage item, and does not result in any new changes to the arrangement and configuration of the land surrounding the significant industrial structures.</p>
The Valley Heritage Conservation Area Leichhardt LEP 2013 (C7)	Local	<p>Indirect impact – views and vistas (temporary)</p> <p>Stage 1 would result in visual changes in the vicinity of the conservation area, and would change the wider setting of the conservation area. While the conservation area maintains several view lines and view corridors towards The Bays, views towards the conservation area from the surrounding streetscape would be maintained and the aesthetic significance of the item would not be diminished.</p>	Minor	<p>No change to the level of impact assessed in the Stage 1 EIS.</p> <p>Given that the proposed boundary adjustment is minor and the proximity of additional construction areas to the heritage conservation area, the proposal is not anticipated to change the level of indirect views and vista impact to the heritage conservation area.</p>
White Bay Power Station (outlet) Canal Ports Authority of NSW s170 (4560026)	Local	<p>Most significant fabric of this heritage item is located more than 50 to 100 metres from the construction site and therefore there would be no direct impacts, vibration is not anticipated. The White Bay Power Station (Outlet) Canal is located primarily below ground and has a limited visual curtilage and there are no sightlines between the item and The Bays Station construction site</p>	Neutral	No change to the level of impact assessed in the Stage 1 EIS.
		<p>Direct impact – accidental damage during construction (potential)</p> <p>The inlet canal is located entirely underground and excavation work has the potential to directly impact the heritage item. Following the confirmation of the relative depth of the heritage item, in addition to further excavation detail,</p>	Minor	<p>No change to the level of impact assessed in the Stage 1 EIS.</p> <p>The additional areas resulting from the proposed boundary adjustment is not within the curtilage of this heritage item.</p>

		the direct impact on the item may be reduced to neutral or increased to moderate.		
White Bay Power Station (inlet) Canal Ports Authority s170 (4560062)	Local	Potential direct impact - vibration Vibration modelling indicates that during construction and excavation works this item could experience vibration levels above the cosmetic damage screening criteria. Further assessment (including a structural assessment) and vibration impact monitoring (if required) would be completed to ensure safe vibration levels are met.	Minor	No change to the level of impacts assessed in the Stage 1 EIS. The additional areas resulting from the proposed boundary adjustment is not within the curtilage of this heritage item. These additional areas within the construction site will be included in any future structural assessments and vibration impact modelling.
Beattie Street Stormwater Channel No. 15 Sydney Water s170 (4570329)	Local	The item is located a sufficient distance from The Bays Station construction site such that therefore there would be no direct impacts, vibration is not anticipated and there are no sightlines between the item and the construction site.	Neutral	No change to the level of impact assessed in the Stage 1 EIS.
Glebe Island Silos Ports Authority of NSWs170 (4560016) SREP No. 26 – City West Part No. 1	Local	Indirect impact – views and vistas (temporary) Demolition of structures within The Bays Station construction site would result in visual changes in the immediate vicinity of the Glebe Island Silos which maintains several view lines towards The Bays and change the wider setting of the heritage item. The acoustic sheds (or other acoustic measures) would be discernible from the Glebe Island Silos, although this additional visual impact would be temporary in nature.	Minor	No change to the level of impacts assessed in the Stage 1 EIS. The proposal results in The Bays Station construction boundary moving slightly closer to this heritage item. However, as the proposal relates to only a minor boundary adjustment and does not result in an intensification or change in use of the site, and no additional structures associated with the heritage item would need to be demolished, the extent of potential impact to this heritage item is not expected to change from that assessed in the Stage 1 EIS.