

## Pre-Construction Minor Works Approval Form

Minor Works are defined as any low impact activities that are undertaken prior to the commencement of ‘construction’ as defined in the project’s applicable planning approval. However, if Minor Works affect or potentially affect heritage items, threatened species, populations or endangered ecological communities, these works are defined as ‘construction’ unless otherwise determined by the applicable planning authority.

Minor Works approvals do not remove any obligation to comply with the project’s applicable planning approval conditions (including requirements prior to ‘any works’ commencing) or obtain any other applicable permits, licenses or approvals as necessary.

This application and all supporting information must be submitted to Sydney Metro/the Environmental Representative as one (1) PDF file at least 10 business days prior to the commencement of the proposed Minor Works.

Part 1: Application	
<b>Contractor:</b>	Haslin & Stephen Edwards Constructions joint venture (HSEJV)
<b>Project:</b>	Sydney Metro City and Southwest – Marrickville, Canterbury, Lakemba Stations
<b>Application Title:</b> (e.g. Smith St trenching works)	Belmore Site Compound
<b>Application Number:</b>	HSE-PCMWA-002
<b>Application Date:</b>	Rev00 – 10/02/2021 Rev01 – 16/02/2021
<b>Planning Approval:</b>	Sydney Metro City and Southwest – Sydenham to Bankstown – Environmental Impact Statement (EIS) Sydney Metro City and Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report (SPIR) Sydney Metro City and Southwest - Sydenham to Bankstown - Bankstown Station Modification Report Sydney Metro City and Southwest Infrastructure Approval SSI-8256
<b>Minor Works Categories:</b> Highlight as applicable. If Items 4, 8 or 11 are applicable, this form must be endorsed by an Environmental Representative.	<ol style="list-style-type: none"> <li>Survey, survey facilitation and investigations works (including road and building dilapidation survey works, drilling and excavation).</li> <li>Treatment of contaminated sites.</li> <li>Establishment of ancillary facilities (excluding demolition), including construction of ancillary facility access roads and providing facility utilities.*</li> <li>Operation of ancillary facilities that have minimal impact on the environment and community.</li> <li>Minor clearing and relocation of vegetation (including native).</li> <li>Installation of mitigation measures, including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments.</li> <li>Property acquisition adjustment works, including installation of property fencing and utility relocation and adjustments to properties.</li> <li>Utility relocation and connections.</li> <li>Maintenance of existing buildings and structures.</li> <li>Archaeological testing under the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW, 2010) or archaeological monitoring undertaken in association with other Minor Works to ensure there is no impact on heritage items.</li> <li>Any other activities that have minimal environmental impact, including construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access.</li> </ol> <p>*It is noted that the site compound does not meet the definition of “Ancillary Facility in accordance with the definitions under the SSI-8256 Instrument of Approval. The site</p>

	<p>compound has been assessed as the "site establishment" in accordance with part (c) of the definition of Construction.</p>
<p><b>Planning Authority Determination:</b> Will the proposed works affect or have the potential to affect heritage items, threatened species, populations or endangered ecological communities?</p>	<p><i>//If 'Yes', this completed form must be endorsed by an Environmental Representative, approved by Sydney Metro and submitted to the applicable planning authority to determine that the works are not defined as 'construction'.</i></p> <p>No – it is anticipated that there will be no impacts associated with the works that will affect State Heritage listed items, threatened species, populations or endangered ecological communities. Works will occur within an area of known or expected archaeological potential (the Belmore Archaeological Management Zone), however as the area is hardstand and no subsurface disturbance is expected there will be minimal potential for discovery or impact to items. In addition, HSE will implement the <i>Sydney Metro Unexpected Finds Procedure V2.0</i>.</p>

**Part 2: Details**

<p><b>Describe the proposed Minor Works:</b> Including work methodologies, site location(s) and site description(s) (e.g. landscape type, waterways, etc.).</p>	<p><b><u>Site Description Overview</u></b> This overview is based on information from the Environmental Impact Statement (EIS) and Submissions and Preferred Infrastructure Report (SPIR). The Project area is within the rail corridor of the T3 Bankstown Line and is comprised of stations, overbridges, overhead wiring structures, track, services and ballast, extending from Sydenham Station to Bankstown Station. A number of pre-existing buildings and a paved compound area within the rail corridor in the vicinity of Belmore Station will be used by HSEJV as a site compound and laydown. Access to the area is via existing access gates located opposite to 74 Bridge St, Belmore. The site compound will be used to support the Canterbury, Marrickville and Lakemba Station Upgrades.</p> <p><b><u>T3 Bankstown Line Sydenham Station to Bankstown Station</u></b> The T3 line runs adjacent to a number of land zoning types between Sydenham Station and Bankstown Station including industrial, business and community, infrastructure, residential and recreational. Roads cross the T3 line in a number of places, both by overbridges and underpasses. A number of footbridges also cross the T3 line along the length of its alignment. The T3 Line crosses the Cooks River in one location between Sydenham and Bankstown. Other local waterways such as channels, culverts and stormwater systems are present along the alignment. The majority of vegetation in the survey area comprises exotic or planted native species on highly modified landforms. A number of threatened plant communities, threatened plant species and habitat trees are within the rail corridor and Southwest Metro project area.</p> <p><b><u>Belmore Area</u></b> The proposed compound is located to the west of the Burwood Road overbridge. To the north lies the T3 Bankstown line and Railway Parade. To the south lies Bridge Road. Properties surrounding Belmore Station (i.e. within 200m) include residential, commercial and recreational. The nearby Belmore Railway Station Group is listed on the State Heritage Register (SHR) (01081), Canterbury Local Environment Plan (LEP) 2012 (111) and RailCorp s.170 Heritage and Conservation Register (4801084). The site compound is located outside the State Heritage Register curtilage. Vegetation on the site is highly modified and comprises exotic or planted native species.</p> <p><b><u>Description of Works</u></b> <b><u>Belmore Site Compound</u></b> HSEJV will land relocatable buildings for the site office, lunchroom and meeting room and utilise pre-existing buildings for office space and laydown at Belmore as a site compound (refer to layout diagram Appendix 1). The buildings were previously occupied by Sydney Trains and are now vacant. The compound will be used for office, crib and pre-start. Some laydown of construction plant, equipment may also occur. Site vehicle parking is also available within the compound area, use of this area by staff will be prioritised over street parking. A layout plan is included in Appendix 1 to this application.</p>
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It is intended to utilise the compound from approval of this application until completion of the Sydney Metro City and Southwest Station upgrade Package (Package 4 – Marrickville, Canterbury, Lakemba Stations) (pending agreement with Sydney Metro) (anticipated to be April 2022).

The SPIR states *“The project area includes all areas required to construct the project. The majority of construction would be located within the rail corridor from west of Sydenham to west of Bankstown.*

*Within the project area, a number of construction compounds would be required to support construction activities at stations, and at other key locations where civil works are required. In addition to the compounds, a number of work sites would also be used to facilitate construction of certain project elements e.g. bridge works.”*

Appendix B – Figure 2.1 of the SPIR identifies a number of pre-approved compound areas. The Belmore site compound falls within one of these areas being identified as C12. As such the suitability of this location has been assessed and approved under the Planning Approval.

The site compound is located within the Belmore Archaeological Management Zone (AMZ). HSEJV has sought advice from a Heritage Consultant regarding use of the area as a site compound and laydown (refer to Appendix 3). As the area is already paved and the invasive activities associated with the operation of the pre-existing compound will be limited to the removal of existing bollards on the previously disturbed hardstand area. This activity has been determined to have negligible impact to archaeology as per heritage advice received (refer to Appendix 3), therefore it is not anticipated that there will be any impact to archaeology due to the nature of the activities. The removal of bollards assessment was based on extraction of the bollards, it is now proposed to cut the bollards off at ground level further reducing the potential impact.

It is noted that utilities and connection will be undertaken without subsurface impacts. No further consultation with Department of Premier and Cabinet Heritage NSW or Department of Planning, Industry and Environment (DPIE) is required.

The area is asphalted, mitigating the potential for erosion and sedimentation issues.

Several trees are adjacent to the area but will not be impacted by the works. There is sufficient space for vehicle access between the trees that are located on the verge adjacent to the compound access gates. Clearance between the trees and the driveways is sufficient enough as to not warrant demarcation or barriers. No trimming or tree removal will be required or is permitted under this PCMW and trees will be protected in accordance with standard project approvals including limiting activities under the dripline that may lead to compaction of soils and installation of trunk protection in accordance with AS 4970-2009 *Protection of trees on development sites* (Australian Standard®, 2009).

The Sydney Metro City & Southwest Sydenham to Bankstown EIS Technical Paper 8 Hydrology, Flooding and Water Quality Assessment and other available flood information (LEP Flood maps) have been reviewed, indicating that the area is not prone to flooding during the 1% Average Event Probability (AEP) rainfall event. As such, no further considerations need be made under REMM FHW5.

The use of these buildings as a site compound had been ongoing for several years as a Sydney Trains operational facility. As such, noise associated with ongoing use is part of the existing noise environment. HSE will position any plant or equipment, such as lighting towers, to minimise noise impacts to nearby receivers.

The compound will be used outside of standard construction hours during possessions. Use of the compound for possession based activities will be included within any OOHW Approval for that specific possession. The standard operation of the compound will be standard hours.

Vehicles access to and from the compound has also been ongoing during the previous operation of the site compound by Sydney Trains. HSE will assess control requirements at the access gate on an ongoing basis, depending on works, to mitigate risks to pedestrian, cyclist and motorist safety.

**Plant List**

Plant and equipment anticipated to be used during the works include:

- Delivery truck
- Mobile crane
- Site utes / trucks
- Portable lighting towers
- Road Sweeper
- Skip bins
- Telehandler/ Hiab / Franner

	<ul style="list-style-type: none"> <li>• Water cart/trailer</li> <li>• Hand tools / grinder</li> </ul> <p><b>Working Hours</b></p> <p>The establishment and use of the area would mainly occur during standard construction hours as identified within the planning approval. Any works to occur outside of standard construction hours, including deliveries, would occur under an Out of Hours Work Approval in accordance with the Sydney Metro City &amp; Southwest Out of Hours Work Protocol. It is noted that material will be left in these areas on a full-time basis.</p> <p><b>General Notes</b></p> <p>All plant would access site via existing Sydney Trains access gate.</p> <p>Note that these activities are subject to change based on construction progress. The above list does not include activities approved under any other Pre-Construction Minor Works Approval form.</p> <p>HSEJV is responsible for the actions of its employees, workers and subcontractors. HSEJV is not responsible for the actions of other parties including but not limited to Sydney Trains and utility owners.</p>
<p><b>Planned Commencement Date:</b></p>	<p>The Belmore Site Compound is proposed for use from approval of this application until completion of the Sydney Metro City and Southwest Station Package 4 project – Marrickville, Canterbury, Lakemba Stations (anticipated to be April 2022). Any extension to this period would be undertaken in consultation with Sydney Trains and Sydney Metro.</p>
<p><b>Local Sensitivities:</b> Describe the presence (if any) of local sensitive environmental areas and community receptors</p>	<p><b>Belmore Area</b></p> <p>There are a number of residential properties located within close proximity to the site compound as can be seen within Appendix 1. Due to the proximity of these receivers, these properties may be sensitive to excessive noise, particularly during OOHW. Any potential impacts to these properties will be managed in accordance with the Construction Noise and Vibration Strategy, including relevant notifications. There are no vibratory activities associated with the works. Noise and vibration will also be managed in accordance with the following criteria;</p> <ul style="list-style-type: none"> <li>• Construction 'Noise affected' noise management levels established using the Interim Construction Noise Guideline (DECC, 2009);</li> <li>• Vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure);</li> <li>• (BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and</li> <li>• The vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage).</li> </ul> <p>Preliminary environmental site assessment identified the potential risk of contamination within the Project area, with potential contamination sources being historical rail activities, and commercial and residential land use in surrounding areas. Potential contaminants identified in low to medium risk areas included:</p> <ul style="list-style-type: none"> <li>• Asbestos</li> <li>• Hydrocarbons</li> <li>• Heavy metals</li> <li>• Herbicides.</li> </ul> <p>Works are non-invasive (with the exception of bollard removal on previously disturbed hardstand areas) and therefore risks associated with the disturbance of contamination are negligible. Workers will report any finds in accordance with the HSEJV unexpected finds procedure for contamination.</p> <p>Contamination will be managed in accordance with the Sydney Metro City and Southwest Unexpected Contamination Finds Procedure.</p> <p>Works will occur within the Belmore archaeological investigation zone as defined in the AARD. In accordance with the Heritage Consultant Correspondence in Appendix 3, there will be no impacts to known or potential archaeological deposits associated with the work. The works will operate under the advice of the heritage specialist including the implementation of the AARD requirements and the Sydney Metro Unexpected Finds Procedure.</p> <p>A number of areas of Endangered Ecological Community (EEC) under the TSC Act have been identified within the Project area. There is no EEC within the vicinity of the site compound. A number of habitat features are present within the Project area including;</p>

	<ul style="list-style-type: none"> <li>• Hollow bearing trees</li> <li>• Habitat for Grey-headed flying-fox</li> <li>• Habitat for Australian Ibis roosting</li> </ul> <p>The works will not include the removal or trimming of any vegetation, as such there will be no impact on these features. These features are not known to exist within the vicinity of the site compound.</p> <p>Visual amenity – the visual aspects of the site compound is consistent with the industrial nature of the rail corridor. The site compound will be located within pre- existing buildings. Lighting towers will be pointed away from receivers to minimise the impacts of lighting spill. Sydney Metro branded shade cloth will be installed around the existing fence line to provide a visual barrier to the local area and to standardise the construction site visual appearance to be consistent with the entire Sydney Metro Project.</p> <p>Works may occur in the vicinity of local stormwater systems. Localised erosion and sediment controls will be in place at all locations where materials associated with the works may leave the corridor, including via stormwater drainage.</p> <p>Appropriate approvals, including Road Occupancy Licences and Traffic Control Plans, must be in place where works on roadways are required. A Construction Traffic Management Plan has been prepared to include use of the Belmore Compound.</p> <p>Pedestrian access will be maintained in any area where works are occurring, noting that pedestrian access is not permitted within the rail corridor.</p>
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**Part 3: Environmental Risk Assessment and Management**

Prepare an Environmental Risk Assessment (in accordance with the [Sydney Metro Risk Management Standard](#)) and an Environmental Control Map for the proposed Minor Works and attach as Appendix 1.

If an Environmental Risk Assessment and/or an Environmental Control Map for the proposed Minor Works is/are already contained in existing documentation, attach the relevant section(s) as Appendix 1.

<p><b>Documentation:</b> List any existing documents (including those referenced above) that the proposed Minor Works will be undertaken in accordance with and attach as Appendix 2 (e.g. plans, procedures, procedures, etc.).</p>	<p>An ECM for the site is presented in Appendix 1 and an Environmental Risk Assessment for the proposed works is included in Appendix 2.</p> <p>Advice from HSEJV's Heritage Consultant is included in Appendix 3.</p>
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**Part 4: Workforce Notification**

<p><b>How will the environmental and community risks and associated mitigation measures of the proposed Minor Works be communicated to the contractor's workforce?</b></p>	<p>A site induction will be provided to all personnel working on the project site. The induction will include relevant environmental aspects and risks associated with works on the project site.</p> <p>Works will be undertaken in accordance with a SWMS or JSEA (depending on whether work meets the definition of High Risk Construction Works in accordance with Clause 291 WHS Regulation). SWMS will be reviewed by the HSEJV Safety and Environmental Managers.</p> <p>The Project has also identified establishment risks as part of the overall project risk register which guides induction and site communications</p>
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**Part 5: Community Consultation**

<p><b>What community consultation has been undertaken already?</b></p>	<p>Site establishment is included within the February 2021 Monthly Community Notice.</p> <p>A doorknock and specific notification was distributed to local residents and businesses within 100m from site on 9 February 2021</p>
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<b>What community consultation is planned to be undertaken?</b>	<p>Ongoing consultation will occur through the Monthly Community Notices and other methods as required.</p> <p>The community will be notified of any use of these areas outside of standard construction hours in accordance with the Additional Mitigation Measures specified in the Construction Noise and Vibration Strategy.</p>
If drafted already, attach applicable Community Notification as Appendix 4.	


**Part 6: Contact Details**

Nominate contractor's project manager, environmental and communications contact(s).

<b>Name:</b>	Celso Paiva	<b>Position:</b>	Senior Project Manager	<b>Phone:</b>	██████████
	Brad Cole		Environmental Manager		██████████
	David Simpfendorfer		Community Manager		██████████

**Part 7: Signature**

This signature acknowledges that the proposed Minor Works will be undertaken in accordance with this application, have minimal environmental impact and are not defined as 'construction' in accordance with the applicable planning approval.



<b>Name:</b>	Bradley Cole		
<b>Signature:</b>		<b>Date:</b>	09/02/2021

## Determination Page

### (Sydney Metro/Environmental Representative Use Only)

#### 12. Endorsement/Approval

These signatures represent formal endorsement/approval for the proposed Minor Works to commence in accordance with this application and the applicable planning approval requirements (subject to any determination from the applicable planning authority as may be required by the planning approval conditions).

	Director Project Communications – Endorsement (required for all applications)	Director Environment, Sustainability & Planning – Approval (required for all applications)	Environmental Representative – Endorsement (required as necessary in accordance with the applicable planning approval, optional for all other circumstances)
Signature:			
Name:	May Li Foong	Fil Cerone	
Date:	18/2/21	21 Feb 2021	
Comments:			<i>Supporting letter attached as Appendix 4 if necessary.</i>
Conditions:	As per Part 5		<i>Supporting letter attached as Appendix 4 if necessary.</i>
<input checked="" type="checkbox"/>	Approved (by Sydney Metro)		
<input type="checkbox"/>	Endorsed (by Environmental Representative)		
<input type="checkbox"/>	Rejected		

# Appendix 1: Cover Page

Site Location and Layout



<p><b>Legend</b></p> <p>Belmore Compound <span style="color: yellow;">█</span></p> <p>Project Boundary <span style="color: red;">█</span></p> <p>SPR Compound <span style="color: orange;">█</span></p> <p>Heritage Potential - Low (P24-465) <span style="color: green;">█</span></p>		<p><b>Belmore Site Compound ECM</b></p>		<p><b>Belmore Compound ECM</b></p>	
<p>Drawing Number: P24_658_ECM_SIC_D1</p>		<p><b>HSE</b></p>		<p>Bridge Street, Belmore HSE JV - Southwest Metro Project February 2021 - Establishment Job No: P24_BEL_SIC Revision: D1</p>	
				<p>Figure BC1</p>	



Unclassified

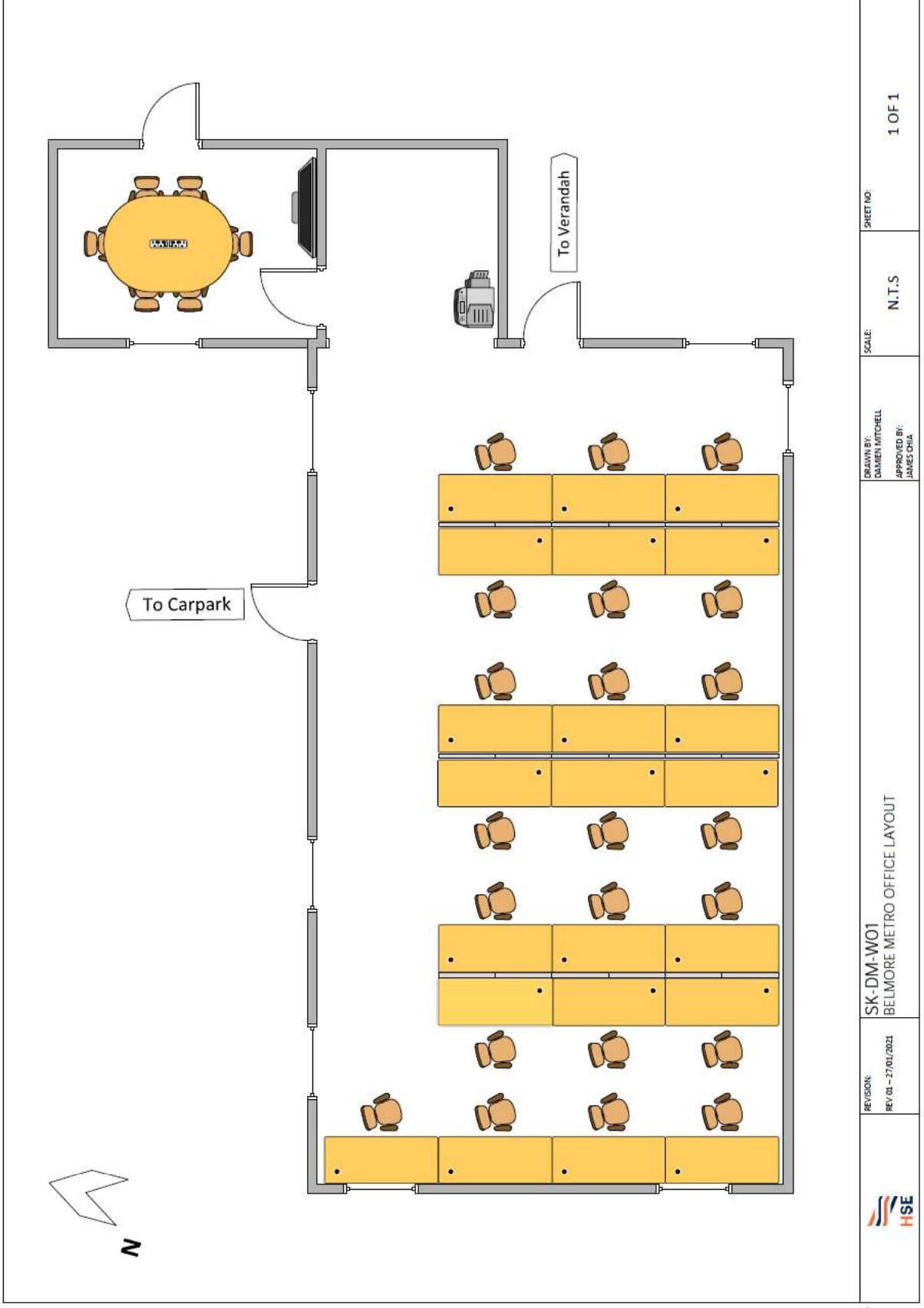
Metro Body of Knowledge (MBok)  
(Uncontrolled when printed)



Existing Site Buildings	Car Parking	Storage and Racking
Proposed Site Building	Site Boundary	
	REVISION: REV 01 - 27/01/2021	SK-DM-WO2 BELMORE SITE AERIAL OVERLAY
	DRAWN BY: DAMIEN MITCHELL	SCALE: N.T.S
	APPROVED BY: JAMES CHIA	SHEET NO: 1 OF 1

Unclassified

Metro Body of Knowledge (MBok)  
(Uncontrolled when printed)



REVISION:  
REV 01 - 27/01/2021

SK-DM-W01  
BELMORE METRO OFFICE LAYOUT

DRAWN BY:  
DAMIEN MITCHELL  
APPROVED BY:  
JAMES CHIA

SCALE:  
N.T.S

SHEET NO:

1 OF 1

Pre-construction minor works approval Belmore Rev001 Submission

## Appendix 2: Cover Page

### Proposal Risk Assessment

#### Environmental Risk Assessment

The Risk Assessment has been undertaken in accordance with the requirements of the Sydney Metro Risk Management Standard.  
Note: C = Consequence & L = Likelihood as per Sydney Metro Risk Management System – Appendix A Sydney Metro Risk Matrix.

Aspect	Potential Environmental Impact	Initial Risk Rating		Control Measures		Residual Risk Rating		
		C x	L = Risk	C x	L = Risk	C x	L = Risk	
<b>Belmore Site Compound</b>								
Items of heritage significance uncovered during works	Damage to heritage items or archaeological deposits.	C3	L5	Med	<ul style="list-style-type: none"> <li>Induction to include heritage management requirements.</li> <li>Implement Sydney Metro Unexpected Finds Procedure V2.0 during invasive investigation works.</li> <li>NO subsurface impact of removal of asphalt without prior heritage and environmental approval</li> <li>If suspected materials are found, workers are to;                             <ul style="list-style-type: none"> <li>Stop works in vicinity immediately</li> <li>Inform the Superintendent and Environmental Manager</li> <li>Delineate the area to prevent further access, where possible</li> </ul> </li> <li>No works to occur in SHR curtilages under this PCMW</li> </ul>	C3	L6	Low
Noise from plant and people	Noise from plant impacting on sensitive receivers.	C5	L3	Med	<ul style="list-style-type: none"> <li>Induction to include noise mitigation and "good neighbour" approach.</li> </ul>	C5	L5	Low

	Noise impacts outside standard construction hours.			<ul style="list-style-type: none"> <li>Distance between noisy plant items and nearby noise sensitive receivers would be maximised and equipment orientated where possible to reduce noise.</li> <li>Plant and equipment, such as lighting towers, would be positioned to take advantage of existing shielding.</li> <li>The use of temporary noise barriers will be investigated where shielding from existing structures is not possible. In these cases, noise barriers will be implemented where reasonable and feasible.</li> <li>Parking will primarily occur within the compound area and will be preference over street parking to mitigate noise impacts.</li> <li>Laydown of materials to be organised to minimise reversing, where possible</li> <li>Where possible, night works should be programmed to undertake noisy activities prior to 10pm.</li> <li>All power driven work equipment used would have efficient muffler design and be well maintained.</li> <li>Mitigation measures to be implemented in accordance with the Sydney Metro City &amp; Southwest Construction Noise Strategy, including appropriate notification.</li> </ul>				
Chemical handling and storage	Poor storage and handling of chemicals causes spills	C5	L4	Low	<ul style="list-style-type: none"> <li>Any chemicals and fuels are to be stored within a bunded area with 110% of the capacity of the largest stored container.</li> <li>Any chemical storage is to be located more than 20m from a drainage line or waterway.</li> <li>Refuelling to occur more than 20m away from drainage lines or waterways</li> <li>Spill kits to be located at chemical storage locations and work fronts.</li> <li>Site induction includes spill response awareness.</li> </ul>	C5	L5	Low
Erosion and sediment controls	Sediment laden runoff from laydown areas or site compound	C4	L4	Med	<ul style="list-style-type: none"> <li>Induction to include ERSED protection measures.</li> <li>Produce an ESCP as required for relevant sites as activities progress.</li> </ul>	C4	L5	Low

Water management	Discharge of water that does not meet water quality parameters	C4	L4	Med	C4	L5	Low	<ul style="list-style-type: none"> <li>Introduction to include water discharge requirements</li> <li>A discharge permit is to be signed-off by the Environmental Manager (or delegate) prior to any discharge in accordance with the Sydney Metro Water Discharge and Reuse Procedure SM ES-PW-309</li> </ul>
Waste	Incorrect disposal of waste Contamination	C3	L5	Med	C3	L6	Low	<ul style="list-style-type: none"> <li>Induction to include waste management practices.</li> <li>Waste to be tested in accordance with the Waste Classification Guidelines (NSW EPA, 2014) prior to disposal.</li> <li>The waste must be lawfully transported and disposed of to a licenced facility.</li> <li>Unexpected Contamination Finds procedure to be enacted where contamination is found.</li> <li>An occupational hygienist is to be on call to provide advice on management of any contaminated material (advice based on contamination type).</li> </ul>
Air quality	Dust generation	C4	L4	Med	C4	L5	Low	<ul style="list-style-type: none"> <li>Induction to include air quality management practices.</li> <li>Water cart or water trailer to be present to wet down paved surfaces where dust.</li> <li>Monitor conditions and modify works where dusty conditions are observed.</li> </ul>
Vegetation	Removal or pruning of vegetation without approval	C4	L4	Med	C4	L5	Low	<ul style="list-style-type: none"> <li>Induction to include biodiversity requirements – no removal or pruning of any plants without appropriate HSEJV permit. A HSEJV permit will not be provided unless a Tree Report has been submitted in accordance with CoA – E5.</li> <li>Trees will be protected in accordance with AS 4970-2009 <i>Protection of trees on development sites</i></li> </ul>
Traffic and pedestrians	Disruption to road users and pedestrians	C4	L4	Med	C4	L5	Low	<ul style="list-style-type: none"> <li>Induction to include traffic control requirements</li> <li>Ongoing assessment of protection requirements at access gates to mitigate pedestrian, cyclist and motorist safety.</li> </ul>



Visual amenity	Impacts from light spill	C5	L4	Low	<ul style="list-style-type: none"> <li>• Traffic Control Plans and Road Occupancy Licences to be in place as required to redirect traffic and pedestrians.</li> <li>• Appropriate community notifications to be in place for road occupancy</li> <li>• Parking within rail corridor where possible</li> <li>• Observe time restrictions for parking areas</li> <li>• Prioritise community parking where possible</li> <li>• Maintain pedestrian access</li> <li>• Position lighting towers to minimise impacts to nearby receivers</li> </ul>	C4	L5	Low
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Sydney Metro Risk Matrix

A1 Consequence Table

Consequence Table						
Rating	C6	C5	C4	C3	C2	C1
Descriptor/ Impact Area	Insignificant	Minor	Moderate	Major	Severe	Catastrophic
Health and Safety (Injury and Disease)	Illness, first aid or injury not requiring medical treatment.	Illness or minor injuries requiring medical treatment.	Single recoverable lost time injury or illness, alternate/restricted duties injury, or short-term occupational illness.	1-10 major injuries requiring hospitalisation and numerous days lost, or medium-term occupational illness.	Single fatality and/or 10-20 major injuries/permanent disabilities/chronic diseases.	Multiple fatalities and/or >20 major injuries/permanent disabilities/chronic diseases.
Environment	No appreciable changes to environment and/or highly localised event.	Change from normal conditions within environmental regulatory limits and environmental effects are within site boundaries.	Short-term and/or well-contained environmental effects. Minor remedial actions probably required.	Impacts external ecosystem and considerable remediation is required.	Long-term environmental impairment in neighbouring or valued eco . Extensive remediation required.	Irreversible large-scale environmental impact with loss of valued eco .
Customer Experience/ Operational Reliability	Short duration disruptions affecting part of one transport mode.	Minor disruptions affecting several parts of one transport mode.	Serious disruptions affecting operation of one complete transport mode.	Major disruptions affecting operations of one transport mode with network-wide effects on one or more other modes of transport.	Short duration shutdowns or substantial disruptions affecting multiple transport modes with sector-wide cascading effects.	Extensive shutdowns or extended disruptions with economy-wide effects.
Government/ Stakeholder / Public Trust/ Confidence	Negative article in local media. No discernible reaction/apprehension. Goodwill, confidence and trust retained.	Unease – Series of negative articles in local/state media. Confidence remains with some minor loss of goodwill or trust. Recoverable with little effort or cost. Some continuing scrutiny/attention.	Disappointment – Extended negative local/state media coverage. Confidence and trust dented but are quickly recoverable at modest cost within existing budget and resources.	Concern – Short-term negative state/national media coverage. Confidence and trust are diminished but are recoverable with time, staff effort and additional funding.	Displeasure – Extended negative state/national media coverage. Confidence and trust are damaged but recoverable at considerable cost, time and staff effort.	Outrage – Material change in the public perception of the organisation. Confidence and trust are severely damaged, possibly irreparably, and full recovery both questionable and costly.
Regulatory or Legal Breach	Low-level non-compliance with legal and/or regulatory requirement or duty by individuals or TfNSW.	Minor non-compliance with legal and/or regulatory requirement or duty. Investigation and/or report to authority.	Moderate non-compliance. Subject to comment and monitoring from applicable regulator. Small fine and no disruption to services.	Major breach resulting in enforcement action and/or prohibition notices. Substantial fine and no disruption to services.	Substantial breach resulting in prosecution, fines and/or litigation. Licence or accreditation restricted or conditional affecting ability to operate.	Prosecution leading to imprisonment of TfNSW executive. Loss of operating licence.
Management Effort/ Organisational Fatigue	An event, the impact of which can be absorbed as part of normal activity.	An event, the impact of which can be absorbed but some additional management effort is required.	An event, the impact of which can be absorbed but much broader management effort is required.	Major event which can be absorbed, but substantial management effort is required.	Severe event which requires extensive management effort but can be survived.	Catastrophic event with the clear potential to lead to the collapse of the organisation.
Benefit Realisation of Initiative, Program or Project	No time delay with initiative or project but it will incur a slight decrease in the benefits realised.	Minor delay with the initiative and/or a minor decrease in the benefits realised; or minor delay on the project or another project, with no public implications.	Several delays with the initiative and/or moderate decrease in benefits realised; or completion date missed for non-critical path project.	Major delays with the initiative and/or major decrease in benefits realised; or publicly announced portion/milestone missed or final completion date missed with demonstrable mitigating external circumstances.	Severe delays with initiative, which impacts across divisions and/or significant decrease in benefits realised; or publicly announced portion/milestone missed or final completion date missed on critical path project.	Failure to realise benefits of the initiative which adversely affects the enterprise-wide operations of TfNSW; or publicly announced portion/ milestone significantly missed or final completion date significantly missed on critical path project.
Budget, Costs or Revenue	< \$100k	\$100k – \$1m	\$1m – \$10m	\$10m – \$50m	\$50m – \$100m	> \$100m

## A2 Likelihood Criteria

Likelihood						
Rating	L6	L5	L4	L3	L2	L1
Descriptor/ Definition	Almost Unprecedented	Very Unlikely	Unlikely	Likely	Very Likely	Almost Certain
Qualitative Expectation	Not expected to ever occur during time of activity or project	Not expected to occur during the time of activity or project	More likely not to occur than occur during time of activity or project	More likely to occur than not occur during time of activity or project	Expected to occur occasionally during time of activity or project	Expected to occur frequently during time of activity or project
Sydney Metro Probability Analysis	<10%	10-25%	25-50%	50-75%	75-90%	>90%
Quantitative Frequency	Less than once every 100 years	Once every 10 to 100 years	Once every 1 to 10 years	Once each year	1-10 times every year	10 times or more every year

## A3 Risk Matrix

Risk Rating: Very High - A -31-36 High - B - 22-30 Medium - C - 11-21 Low - D - 1-10			CONSEQUENCE					
			Insignificant	Minor	Moderate	Major	Severe	Catastrophic
			C6	C5	C4	C3	C2	C1
LIKELIHOOD	Almost certain	L1	20	22	29	32	34	36
	Very likely	L2	14	18	23	28	31	35
	likely	L3	9	12	16	24	27	33
	Unlikely	L4	6	7	11	17	25	30
	Very unlikely	L5	3	4	8	13	19	26
	Almost unprecedented	L6	1	2	5	10	15	21



## Appendix 3: Cover Page

Heritage Advice.

11 February 2021

Bradley Cole  
Environment Manager  
Haslin Construction  
2/2-4 Merton Street  
Sutherland NSW 2232

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[www.emmconsulting.com.au](http://www.emmconsulting.com.au)

**Re: Sydney Metro City and Southwest - Enabling Works at Belmore Station**

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Dear Mr Cole,

Haslin & Stephen Edwards Constructions Joint Venture (HSEJV) has been engaged to construct the Sydney Metro City and Southwest – Marrickville, Canterbury and Lakemba Station Upgrades. As part of these works, HSEJV is establishing a construction compound at Belmore Station and has engaged EMM Consulting Pty Ltd (EMM) to provide a letter of advice for the works (refer to *Pre-construction minor works approval form*) for the Belmore Site Compound (Appendix A).

The Belmore Station site proposed for the construction compound has previously been used for that purpose and is covered in asphalt (*pers comm*. Brad Cole, 8 February, 2021) (Plate 1 and Plate 2). The identified impacts associated with the establishment is the removal of three bollards. The bollards are concreted into the ground and their removal could be undertaken by cutting the concrete pad off at ground level or by removing the concrete pad. No other ground surface penetrating activities are required. EMM understands the construction works are being managed through a Construction Environmental Management Plan (CEMP), which includes a Heritage Management Plan (HMP) and an Archaeological assessment and research design report (AARD) (Artefact, 2018). The AARD lays out the archaeological management strategies for the project work.

Belmore Station Railway Group is listed on the State Heritage Register (SHR), constituted under the *Heritage Act 1977*, as item #1546. Belmore Station has been identified as holding historical, aesthetic, social and representative significance. In relation to the archaeological potential of the site, the SHR listing states: “Based on the surviving documentation and the evidence on site it is unlikely there would be any potential archaeological remains.” (Heritage NSW, 2009). Additionally, the impacts associated with the construction compound were assessed within the Statement of Heritage Impact for the Environmental Impact Statement of the project. Artefact Heritage (2017, p.350) determined that the impacts associated with the construction compound would be minor.

The AARD re-examined the archaeological potential of the Belmore Railway Station Group (referred to as the Belmore Railway Station Catchment). Artefact (2018, p.101 – see Plate 3) identifies that the location of the Belmore Site Compound as having moderate potential for locally significant relics to occur. No specific potential has been identified for the location of the bollards: Artefact (2018, p.98) suggest general features associated with the construction and use of the railway station may be present, although there are no features shown on the available plans and maps.

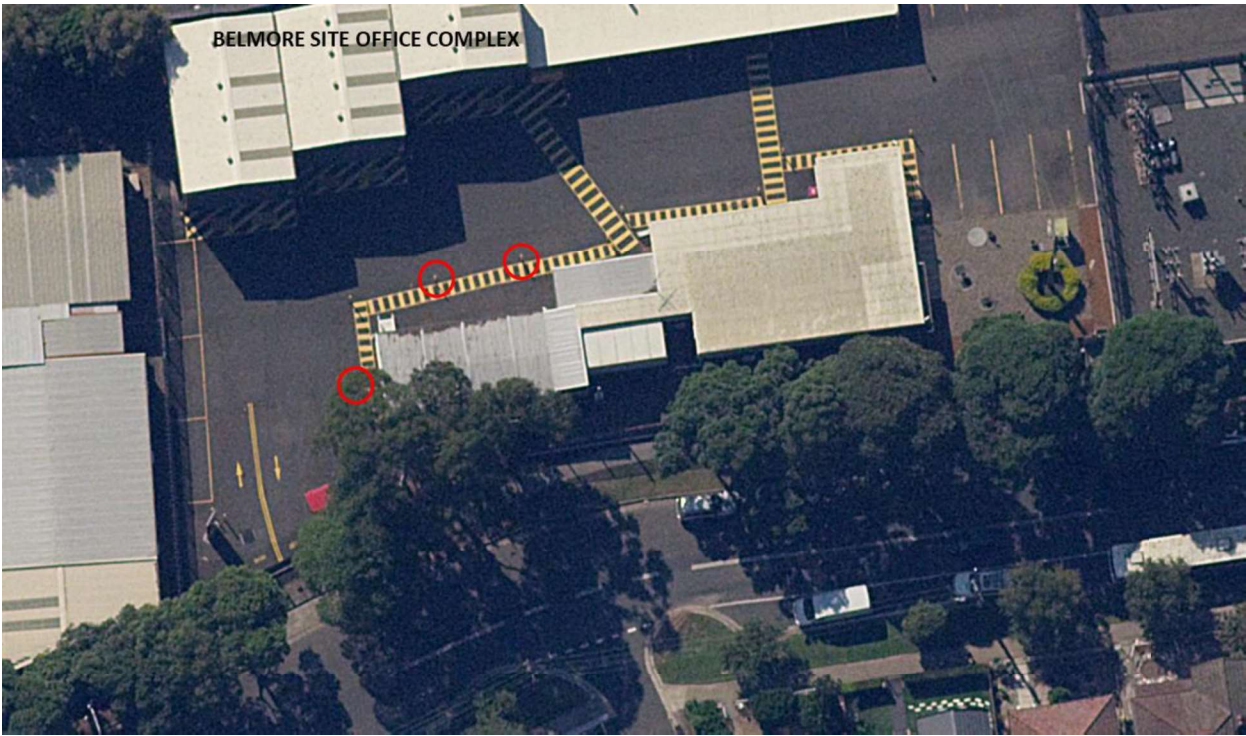
Artefact (2018, p.103) recommends the following for works within the area shown as having low to moderate potential (green area) the preparation of an Archaeological Management Strategy (AMS) to:

- review scope of works and construction methodology;

- reassess potential for impacts to significant archaeological resources based on construction methodology;
- review contamination reports and provide archaeological mitigation strategies for any remediation with the potential to impact significant archaeology;
- outline how the archaeological program would be undertaken within the construction program;
- provide a detailed archaeological mitigation for potential impacts in these areas, such as monitoring or test and salvage excavation; and
- consider opportunities to provide information regarding the archaeological findings to the public.

To EMM's knowledge, an AMS is yet to be prepared for the Belmore Station Catchment area. In the absence of an AMS, EMM make the following observations:

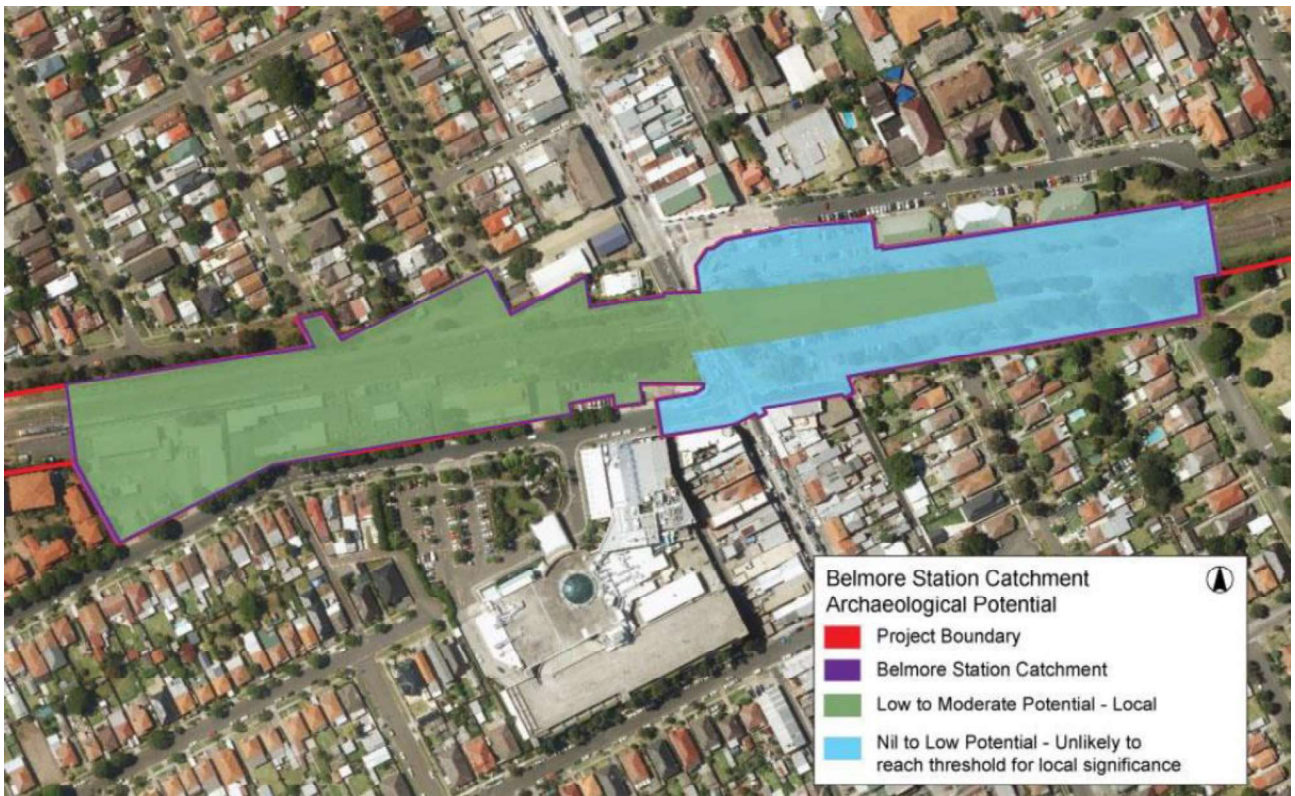
- EMM considers that the removal of the bollards will have no heritage impact on the significance of the Belmore Station Railway Group as the bollards are not of significance themselves;
- the archaeological potential of the Belmore Station Railway Group has been assessed by Heritage NSW (2009) and Artefact (2017) and it has been determined to be low;
- Artefact (2018) identifies it as being low to moderate, but does not identify any specific potential for relics to be located in the vicinity of the bollards;
- the original installation of the bollards would have required the excavation of a hole and the pouring of concrete into that hole and therefore the area in the immediate vicinity of the bollards holds no potential to contain intact relics;
- impacts associated with the removal of the bollards would be limited to the area of previous impact associated with the installation of the bollards. New impacts to potential intact relics, if present, are unlikely to occur;
- no archaeological impacts are anticipated from the removal of the bollards and therefore no further consultation with Heritage NSW would be required; and
- HSEJV may proceed with the removal of the bollards.



**Plate 1** Location of the subject bollards at the Belmore site office complex. Image supplied by HSEJV.



**Plate 2** Image of the asphalted Belmore site office complex. Image supplied by HSEJV.



**Plate 3** Belmore Station Catchment Archaeological Potential. Reproduced from Artefact (2018, p. 101)

I trust that this letter fulfils the heritage requirements for the current activities. Please do not hesitate to contact me if you have any questions.

Yours sincerely,

**Dr Susan Lampard**  
 Associate Archaeologist  
[slampard@emmconsulting.com.au](mailto:slampard@emmconsulting.com.au)

References:

Heritage NSW, 2009, *Belmore Station Railway Group*. Available at:  
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801084>

Artefact, 2018, *Sydney Metro City & Southwest Sydenham to Bankstown Upgrade: Historical Archaeological Assessment & Research Design*. Report prepared for Transport for NSW.

Artefact, 2017, *Sydney Metro City & Southwest -Sydenham to Bankstown, Technical Paper 3: Non-Aboriginal Heritage Impact Assessment* Report prepared for Transport for NSW.

## Appendix 4: Cover Page

Community Draft Notice.

## Project update – Bridge Road site compound

February 2021

Sydney Metro is Australia’s biggest public transport project.

Services started in May 2019 in the city’s North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre. The upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018.

In December 2020, a contract was awarded to an unincorporated joint venture of Haslin Constructions and Stephen Edwards Constructions for the upgrade of Marrickville, Canterbury and Lakemba Stations. You will notice work taking place around these stations in coming months.

**Sydney Metro will be using an additional section of the existing Sydney Trains facility at Bridge Road, Belmore as a site compound and office**, to support the station upgrade works.

From the week commencing Monday 15 February 2021, early work will commence at the Sydney Trains enclosure on Bridge Road, Belmore. Day work will be undertaken during **project standard construction hours Monday to Friday 7am-6pm and Saturday 8am-6pm**. The map overpage shows the site location details.

Location	Detail of day work
Bridge Road, Belmore inside the existing Sydney Trains facility (near the intersection with Marie Lane)	Activities will include: <ul style="list-style-type: none"> <li>• Site establishment, cleaning, fencing and signage</li> <li>• Delivery and set up of demountable buildings using a semitrailer and a hiab truck-mounted crane</li> <li>• Some tree trimming where required</li> <li>• Connection of utility services</li> <li>• Deliveries of other materials and plant, storage, general office work in readiness for commencement of site work at Marrickville, Canterbury and Lakemba Stations.</li> </ul> Light and heavy vehicles will enter and depart the site via the existing driveway on Bridge Road. Equipment used will include delivery vehicles, truck-mounted crane, elevated work platforms, powered hand tools.

Some work may be noisy, every step will be taken to minimise noise such as switching off equipment when not in use, and non-tonal reversing beepers.

Occupation of the site by the project team is expected shortly after the set up of the sheds are complete. The site compound will be accessed predominantly during the day, with occasional night and weekend access. About 20 people are expected to be at the site each day. The site will also be used to receive deliveries, hold briefings for work crews, and to store machinery and equipment.





The facility is expected to be in use until mid 2022. The adjacent site to the west will also be used by Sydney Metro as work for the Southwest Metro station upgrades progress in early 2021. Systems Connect will continue to use the existing site adjacent to the rail corridor near Peel Street to support Sydney Metro Line-wide work.

## Keeping you informed

Sydney Metro is continuing to undertake work across its projects in accordance with current Government advice, and is implementing physical distancing and travel and hygiene measures to protect employees and members of the community. As an alternative to face to face activities, we encourage you to provide a contact email or phone number so we can add you to our distribution list for updates on this work.

If you have any questions about these works, you can contact us on **1800 171 386** (24 hour community information line) and please ask for **Natalia** or email [SouthwestMetro@transport.nsw.gov.au](mailto:SouthwestMetro@transport.nsw.gov.au). **Thank you for your cooperation while we complete this essential work**



-  **1800 171 386** Community information line open 24 hours
-  [southwestmetro@transport.nsw.gov.au](mailto:southwestmetro@transport.nsw.gov.au)
-  Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
-  If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**