

Environmental Impact Assessment Checklist

Location: Chullora Railway Workshops	Timeframe: Late 2022 (completed within six months)
Project Name: Heritage building works – Building upgrades to Tank Annex (Building 22), Chullora Railway Workshops	
<p>Description of proposed activity <i>(Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used). Split into Construction and Operation sections, as required.</i></p> <p>Transport for NSW (TfNSW) is proposing to remediate the former “Tank Annex” building (building 22) at Chullora, which would house the relocated heritage rolling stock from Eveleigh and Broadmeadow. The building upgrades to the Tank Annex building at Chullora Railway workshops would provide a location for Transport Heritage (a not for profit agency that is funded by NSW Government https://www.thnsw.com.au/) to relocate and consolidate heritage rolling stock for storage and maintenance in one designated location. The location of the Proposal is shown below in Figure 1.</p>	

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Figure 1 Aerial photo showing location of the Proposal

The project would include the following key features:

- Replacement of roof sheets
- Replacement of gutters
- Demolition of an external toilet block

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- Demolition of two skillion extensions on the northern side of the building
- Contamination remediation works to the interior and exterior of the building
- Fit out of office within the Tank Annex
- Construction of a road to provide fire truck access around the building and associated minor vegetation removal (1 tree).

The works assessed in this checklist are limited to the proposed upgrades to the Tank Annex and office building only (as identified above) and do not include an assessment of the ongoing use of the premises.

Background and need for the Proposal

Building upon the NSW Government's approach to heritage transport, NSW's most significant heritage trains and carriages would be better protected and preserved under a new plan to move heritage assets from across the State to a new undercover facility at Chullora. A lack of available space has meant heritage rolling stock located at Eveleigh and Broadmeadow were being left out on open sidings exposed to the weather making them harder to restore and preserve.

The facility at Chullora would offer secure undercover storage for the heritage fleet and house locomotives, carriages and rolling stock as well as other heritage items and provide heavy lifting cranes, turntable facilities and the space needed to undertake restoration. The relocation would provide facilities for maintenance and restoration that are only partially available at existing sites and would consolidate most of the collection is together in one location making it easier to manage in the centre of Sydney, whilst enabling better access for volunteers to work on the rolling stock.

Transport Heritage is a not-for-profit agency that is funded by NSW Government <https://www.thnsw.com.au/> and charged with managing heritage rolling stock. Transport Heritage store and maintain heritage trains at multiple locations (on Transport Asset Holding Entity (TAHE) land) across the network, including Broadmeadow and Eveleigh. Transport Heritage would relocate the heritage rolling stock from Eveleigh and Broadmeadow and store them within the 'Tank Annex' building at the Chullora (refer to Figure 1 for location). Moving to Chullora will mean Transport Heritage NSW will no longer have assets at Eveleigh including the Large Erecting Shop or the Broadmeadow Roundhouse precinct.

Location

The site is legally described as Lot 1 DP883526 Worth Street, Chullora. The Chullora Railway Depot is located upon the site and the Proposal relates to the Tank Annex building (building 22). Access is provided off Worth Street via Gate 2 and the Tank Annex building is situated to the west side of the large workshop building.

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Scope of works

- Weather protection of the building including some new cladding, roof sheeting, flashing & guttering
- Repair blocked drainage lines and reinstate services
- Fit out of office accommodation within the Tank Annex
- Limited structural modifications to the Tank Annex (missing bracing) and structure modification to provide one additional roller door for a total of 6 roller door shutters for rolling stock
- Slab stabilisation works for track installation within the Tank Annex (6 roads). Track installation by others (at this stage)
- Limited demolition works to adjunct structures in order to provide for fire brigade access all around the building
- Construction of a road to provide fire truck access around the building and associated minor vegetation removal (1 tree)
- Remediation works for known contaminants, including lead paint dust and chlorinated hydrocarbons
- Fitout of nearby administration building for use as a site office during construction.

Construction duration

It is anticipated that the work would commence towards the end of 2022 and would take approximately six months to complete.

Construction hours

The work would be constructed during standard construction hours as follows:

7:00am to 6:00pm Monday to Friday

8:00am to 1:00pm Saturday

No works on Sundays or public holidays

Construction plant and equipment

The work would involve the use of the following plant and equipment during construction:

- Handheld power tools (e.g. drill, hammer drill, saw, grinder torque and impact wrenches, nail gun)
- Jack hammer
- Trucks (various types and sizes e.g. skip trucks, traffic control truck, tipper truck)
- City crane/mobile crane

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- Excavator
- Bobcat
- Hiab truck
- Concrete pump and truck
- Generator

Traffic

There would be minimal construction vehicle movements required for the proposed work, and minimal use of heavy construction vehicles. On average, there would be two trips per week for the duration of the work by heavy construction vehicles (i.e. six (6) to 12 tonne trucks, eight (8) tonne hiab).

Construction personnel

There would be an average of ten (10) to 12 construction personnel on site for the duration of the proposed work, with maximum of 16 anticipated to be on site at any one time.

Ancillary activities

The Proposal would utilise an existing office building immediately south of the Tank Annex building (refer to Figure 1) as a temporary site compound / office. There would be internal and external upgrades required to the building to support its temporary use as a site office. The building is located on TAHE land and is outside the Chullora Railway Workshops TAHE S170 heritage curtilage.

Site Characteristics

(Describe the environment (i.e. vegetation, nearby waterways, landuse, surrounding landuse), identify likely presence of protected flora/fauna and sensitive areas)

The Proposal is located around 15 kilometres west of Sydney's Central Business District (CBD) within the City of Canterbury-Bankstown Local Government Area (LGA). The Proposal site is generally flat, with an average elevation of around 47 metres Australian Height Datum (AHD). The Proposal site is within the Chullora Railway Workshops, an adaptive re-use to provide a heritage hub within the existing Tank Annex building and ancillary structures.

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The Proposal would involve works to the Tank Annex building and ancillary structures at the Chullora Railway Workshops which is on land owned by TAHE and operated and maintained by Transport Heritage.

Land use

The Proposal site is located on land zoned IN1 General Industrial under the Bankstown Local Environmental Plan 2015 (Bankstown LEP). The land uses in the study area are summarised below:

- Australian rail training facility CERT Training to the east
- Rookwood cemetery to the north
- Industrial uses including warehousing and manufacturing to the south and west.

Flora and fauna

An Arboricultural Impact Assessment and Tree Protection Plan (Tree Survey 2021) has been completed for the Proposal which includes a desktop assessment and site inspection of the study area by a qualified arborist (refer Appendix B). The arborist considered the potential impacts to trees resulting from both the construction of an egress route and emergency vehicular access, and the installation of bollards, parking spaces, and line-marking. A visual tree assessment was undertaken and appropriate tree protection zones (TPZ) have been calculated for each tree using the (trunk) diameter at breast height (DBH) measurements. Trees were assessed having regard for the level of impact and were assigned one of three (3) levels of encroachment (as defined by AS 4970-2009):

- Nil encroachment (0%): No encroachment within the TPZ
- Minor encroachment (<10%): The encroachment is less than 10% of the TPZ
- Major encroachment (>10%): The encroachment is greater than 10% of the TPZ.

A summary of trees that would be impacted directly by the proposed construction footprint are outlined below:

- Nil encroachment (0%): A total of four (4) trees are located outside the construction footprint
- Minor encroachment (<10%): No trees will be subject to a minor encroachment
- Major encroachment (>10%): A total of three (3) trees will be subject to a major encroachment.

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Of the three (3) trees that would be subject to a major encroachment (greater than 10% within the TPZ), two (2) trees would be subject to an encroachment of less than 20% within the TPZ. An encroachment of up to 20% on one side of the tree (linear excavation) could be accommodated without adversely impacting the health or stability of the tree. Several site-specific mitigations for these encroachments have been outlined in the Tree Protection Plan and these two (2) trees are able to be successfully retained. One (1) tree would be subject to a major encroachment of greater than 20% within the TPZ. Encroachments of greater than 20% could begin to impact the structural root zone (SRZ) and would be more likely to compromise tree stability. Impacts within the SRZ are not recommended as destabilisation and/or decline of the tree could occur. The tree (Tree 3) is a *Eucalyptus botryoides* (Bangalay, Southern Mahogany) located within, or directly adjacent to the proposed construction footprint, would be heavily impacted and could not be retained under the proposal.

Having considered the flora and fauna impacts of the proposal, key findings are summarised below:

- The Proposal site is in a disturbed area resulting from previous development and current rail operations
- Cooks River/Castlereagh Ironbark Forest in the Sydney Basin Bioregion, a NSW endangered ecological community, is mapped in proximity to the Proposal. It is noted that the arborist report does not identify any species from this community at the site
- Tree 1 *Acacia parramattensis* and Tree 7 *Eucalyptus tereticornis* (Forest Red Gum) are key canopy species of the endangered ecological community Cumberland Plain Woodland. Tree 1 would not be affected by the work. A 13% encroachment within the TPZ of Tree 7 would occur, however with the application of appropriate mitigation measures Tree 7 would be retained
- The proposal would include demolition of an existing amenities building and construction of a new fire road to circulate around the Tank Annex building. The areas of the site that would be in proximity to the fire road are predominantly existing hard stand areas. The parts of the site where the fire road would be located that are not hardstand have a mown grass understorey and are not characteristic of the Cumberland Plain Woodland ecological community
- The species identified in the arborist report comprise a mix of native endemic and native non-endemic species
- No areas identified as having high biodiversity value as per the Biodiversity Values Map Threshold Tool were found to occur within the study area

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Figure 2 Tree 3 identified for removal

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Heritage

The Tank Annex – Building 22 at the Chullora Railway Workshops Precinct is listed on the TAHE s170 Heritage and Conservation Register and is assessed as having state level significance.

The grading of heritage significance for the Tank Annex is high. The significance of the Tank Annex is tied to its historic use during World War II for the assembly and production of parts for the Cruiser Tanks and armoured vehicles and its demonstration of wartime building techniques. The Tank Annex is also of representative significance as an example of an industrial workshop from the World War II period. The building is an important example of a large-scale 20th Century industrial structure.

The Tank Annex contributes to the aesthetic significance of the industrial landscape at the current Chullora Railway Workshops and demonstrates the expansion of the site during the early to mid 1940s. The Tank Annex is of technological significance as it represents innovation shown during World War II to produce tanks during times of material shortages. Its subsequent adaptation to railway purposes after the war is also technologically significant.

The proposal includes partial demolition of a place that is listed on the s170 Heritage Register and assessed as having state level significance and has been referred to the NSW Heritage Office for consideration.

To satisfy the requirements of the NSW *Heritage Act 1977*, a Statement of Heritage Impact (SoHI) has been prepared for the Proposal to assess potential impacts of the Proposal on heritage (refer Appendix C).

The impacted parts of the site affected by the proposal do not contain any known or predicted archaeological research potential and based on the results of the SoHI, no archaeological monitoring or mitigation would be required.

The proposal is consistent with the requirements and guidelines of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (SEPP (Transport and Infrastructure)) Section 2.91-2.96 and best practice in relation to matters of heritage impacts & mitigation measures.

The proposed works would be appropriate on heritage grounds with the implementation of recommendations to manage the impacts to heritage at the site. These recommendations have been included as mitigation measures, and include:

- A photographic archival record prior to the commencement of the works
- Direction and supervision by a suitably qualified professional during at all stages of the design development and construction
- Heritage induction would be required to be undertaken with all staff, contractors and subcontractors, and tagging of all items with heritage significance that would be retained
- Further heritage advice would be obtained for outstanding matters including determining final colour schemes, electrical fittings and fixtures, external cladding & flashing details and the modification of services for the fitting out of Code compliant safety, egress and fire related services.

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Hydrology and flooding

The site is within the “Greenacre Park catchment”, one of four catchment areas that drain to the Upper Cooks River, which flows to Botany Bay through the Cooks River. The catchment commences near Greenacre Road and flows in a northerly direction to the Hume Highway. From the Hume Highway, the catchment drains through the Chullora Workshops to join the Upper Cooks River.

The Rookwood Road Flood Study identifies that the Chullora wetlands system is located within the Chullora Railway Workshops area within the Rookwood Road catchment. The wetlands consist of a series of two basins that are often wet.

The Bankstown City Council Greenacre Park Stormwater Catchment Flood Study (2009) by Bewsher Consulting Pty Ltd identifies the Proposal area as flood prone land. The flood study indicates that the Tank Annex building and surround are subject to flood depths of 0.25 metres and 0.5 metres at the 1 in 20 flood event, and 0.25 to 2 metres at the 1 in 100 flood event.

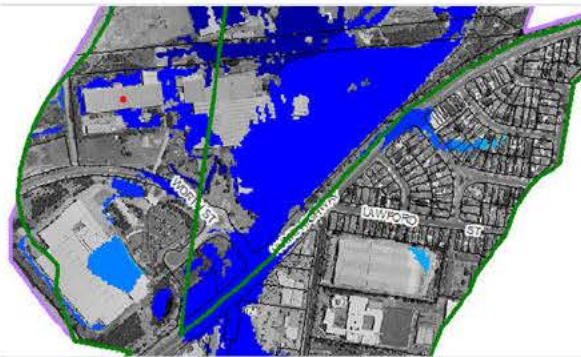


Figure 3a 20% AEP flood event



Figure 3b 1 in 100 year flood event

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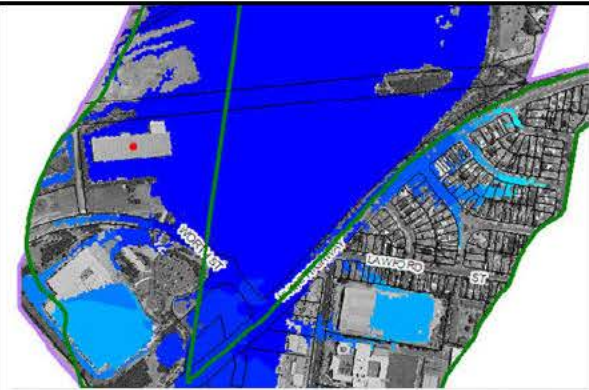


Figure 4 Probable Maximum Flood (PMF) Extract from Greenacre Park Stormwater Catchment Flood Study (2009)

The works are generally minor and relate to upgrades of the existing building fabric. The demolition of ancillary structures to the Tank Annex and the construction of the ring road do not change the ground levels around the building. The Proposal does not include any changes to existing finished floor levels and does not create any new areas accessible to the public. The assessment undertaken to date has found that the Proposal is unlikely to change flood patterns.

Soils and contamination

Investigations have been undertaken at the site by JBS&G Australia Pty Ltd (JBS&G) and are included in Appendix D. Key findings of the investigations have identified the following:

- The site has been used for rail related activities since the early 1920's. Historical activities at the site have resulted in chlorinated hydrocarbon impacts to site soil, groundwater and soil vapour.
- A sub-slab vapour investigation was undertaken to delineate the extent of chlorinated ethene impacts within soil vapour that would require remediation / management to remove any potentially unacceptable health risks (via vapour intrusion) to future commercial occupants of the buildings. The investigation identified tetrachloroethylene (PCE), trichloroethylene (TCE) and vinyl chloride (VC) within sub-slab vapour. The VC impacts located adjacent to the former wash bay in the north-eastern portion of Area D require remediation or ongoing management to control potential future vapour intrusion to this portion of the building.

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- An active in-situ management approach has been identified to control impacts and allow an ongoing use of the building. This would involve installation of an active venting system to allow for the sub-slab vapour impacts to be vented outside the building.
- This would be achieved by the installation of 100 mm slotted polyvinyl chloride (PVC) extraction pipes installed horizontally within high permeability trenches within the building. Extraction pipes will be connected to whirlybirds on the outside of the building and low levels of soil vapour discharge will occur through the whirly birds venting the extraction pipes.

A lead management strategy has been developed by Environmental Monitoring Services (EMS) to manage and remove lead dust within the building.

Utilities

The proposal would connect to existing utilities at the site.

Control Measures

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

Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

Climate change projections for 2030 and 2070 for the Proposal site are summarised in **Table 1 below**.

Table 1 Climate change projections

Climate projections for Sydney Metropolitan Area (Adapt NSW)\Climate Effect	Climate Projections 2030	Climate Projections 2070
Mean temperature change (°C)	0.7 °C	2.1 °C
Single day heat over 35 °C	~ 9 days	~ 26 days
Change in rainfall (5)	+ 0.4 %	+ 6.5 %
Changes in number of days a year Forest Fire Danger Index (FFDI) > 50 (severe fire weather)	+ 0.0 days	+ 0.6 days

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The Proposal site is likely to be adversely affected by the impacts of climate change, there is a predicted increase in annual rainfall, single day heat, mean temperature and the prevalence of storms over the life of the Proposal. The Proposal area is located on flood liable land. Climate change could lead to an increase in the intensity of rainfall events, whereby the rainfall expected to occur in a 100-year average recurrence interval flood event would occur more frequently. There is the potential that the Proposal area would be affected by rainfall events amplified by climate change, refer to hydrology and flooding section above. The proposal is not within bushfire prone land.

Legislative Framework

Section 171 of the EP&A Regulation 2021 defines the factors which must be considered when determining if an activity assessed under Division 5.1 of the EP&A Act has or is likely to have a significant impact on the Environment. The impact assessment tables of this checklist provides an environmental impact assessment of the factors in the Proposal and Appendix A specifically responds to the factors for consideration under Section 171.

Consultation

Where a Proposal is assessed under Division 5.1 of the EP&A Act the consultation provisions under Sections 2.10-2.15 of State Environmental Planning Policy (*Transport and Infrastructure*) must be considered. For the purposes of this EIA Checklist, the consideration of these clauses is provided in Table 2 below.

Consultation with the State Emergency Service (SES) was required on the grounds of flood risk identified in the *The Bankstown City Council Greenacre Park Stormwater Catchment Flood Study (2009)*. On 27 July 2022 TfNSW wrote to the SES requesting feedback on the Proposal. The SES responded to TfNSW on 16 August 2022 (see Appendix E) and suggested mitigation measures that TfNSW to manage flood risk at the site. These measures, including signage at the site and an evacuation plan, have been included as recommended mitigation measures.

Consultation with other public authorities is not required under the SEPP Transport and Infrastructure.

SEPP (Transport and Infrastructure)

Sections 2.10-2.15 of SEPP (Transport and Infrastructure) require that public authorities undertake consultation with councils and other agencies when proposing to carry out development without consent. Table 2 provides details of consultation requirements for the Proposal under SEPP (Transport and Infrastructure).

Table 2 SEPP (Transport and Infrastructure) consultation details

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Section	Relevance to the Proposal
2.10: Consultation with councils- development with impacts on council-related infrastructure or services	The proposal would be unlikely to result in an impact to council related infrastructure and services. Therefore, consultation with City of Canterbury-Bankstown Council under this section is not required.
2.11: Consultation with councils- development with impacts on local heritage	The proposal is a TAHE s170 heritage item under the <i>Heritage Act 1977</i> and is not a local heritage item. The pressure tunnel, a state item and a local item listed in Bankstown Local Environmental Plan 2015, is located to the south of the site and at depth. The Proposal is contained within the Chullora Railway Workshops and would not require bulk excavation. The Proposal for the adaptive re-use of the Tank Annex would not affect the heritage significance of the pressure tunnel. Therefore, consultation with Council under this section is not required.
2.12: Consultation with councils- development with impacts on flood liable land	<p>The Proposal is located on flood prone land. Where the Proposal would be likely to change flood patterns other than to a minor extent, consultation with Council is required in regard to this aspect.</p> <p>The Proposal, which involves very minor level changes to achieve the fire road, would be unlikely to change flood patterns other than to a minor extent.</p>
2.13: Consultation with State Emergency Service- development with impacts on flood liable land	<p>The Proposal is located on flood prone land. Accordingly, consultation with the State Emergency Service (SES) is required in regard to this aspect.</p> <p>Consultation in accordance with SEPP (Transport and Infrastructure) has been undertaken with the SES and a response was received on 17 August 2022.</p>
2.14: Consultation with councils- development with impacts on certain land within the coastal zone	The Proposal is not located within the coastal zone. Consultation with Council is not required in regard to this aspect.
2.15: Consultation with public authorities other than councils	The Proposal is not located adjacent to land reserved under the <i>National Parks and Wildlife Act 1974</i> . Accordingly, consultation with the OEHL now the Environment, Energy and Science (EES) Group part of the Department of Planning and Environment (DPE) on this matter is not required.

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Section 2.21: Traffic generating development	The Proposal is not deemed a traffic-generating development. Accordingly, consultation with the relevant division of Transport for NSW is not required for the Proposal.	
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Impact Assessment - Construction

Aspect	Nature and extent of impacts (negative and positive) during construction if control measures implemented	Proposed Control Measures	Endorsed [for Rail Development and Delivery, E&S Branch use only]	
			Y/N	Comments
Flora and fauna	<p>An Arboricultural Impact Assessment and Tree Protection Plan (Tree Survey 2021) has been prepared and is included at Appendix B. The report considers the potential impacts to trees resulting from both the construction of an egress route and emergency vehicular access, and the installation of bollards, parking spaces, and line-marking.</p> <p>Of the seven (7) trees in proximity to the Proposal that were assessed, four trees were unaffected with no encroachment or impact. A further three (3) trees would be subject to a major encroachment (greater than 10% within the TPZ).</p> <p>Of the three (3) trees impacted, one (1) tree would be subject to a major encroachment of greater than 20% within the TPZ. This tree (Tree 3) is a <i>Eucalyptus botryoides</i> (Bangalay, Southern Mahogany) located within, or directly adjacent to the proposed construction footprint and would be heavily impacted and could not be retained under the proposal.</p> <p>Two of the trees surveyed (Tree 1 <i>Acacia parramattensis</i> and Tree 7 <i>Eucalyptus tereticornis</i> (Forest Red Gum)) are key canopy species of the endangered ecological community Cumberland</p>	<ol style="list-style-type: none"> Construction of the Proposal would be undertaken in accordance with the Vegetation Management (Protection and Removal) Guideline (DMS-SD-111) and Fauna Management Guideline (DMS-SD-113). Weed control measures, consistent with TfNSW's Weed Management and Disposal Guideline (DMS-SD-110), would be developed and implemented as part of the Construction Environmental Management Plan (CEMP) to manage the potential dispersal and establishment of weeds during the construction phase of the Proposal. This would include the management and disposal of weeds in accordance with the <i>Biosecurity Act 2015</i>. Should there be a need to prune or remove any vegetation, approval would be obtained from TfNSW in accordance with the Removal or 	Y	

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	<p>Plain Woodland. Tree 1 would not be affected by the work. A 13% encroachment within the TPZ of Tree 7 would occur, however with the application of appropriate mitigation measures Tree 7 would be retained.</p> <p>There are no areas identified as having high biodiversity value as per the Biodiversity Values Map Threshold Tool that were found to occur within the study area</p>	<p>Trimming Vegetation Application (not identified in the Environmental Approval) (DMS-FT-078) (TfNSW, 2019d).</p> <p>4. Where works are located near any vegetation that is to be retained, it would be appropriately protected and marked as such on the Environmental Control Map (ECM).</p> <p>5. All cleared vegetation would be offset in accordance with TfNSW's Biodiversity Policy (CP22004) .</p> <p>6. The Tree Protection Plan as detailed in the Arboricultural Impact Assessment and Tree Protection Plan (October 2021) would be implemented.</p>		
<p>Water</p>	<p><u>Water quality</u></p> <p>The site is within the "Greenacre Park catchment", one of four catchment areas that drain to the Upper Cooks River, which flows to Botany Bay through the Cooks River.</p> <p>During construction, there is the potential for pollution from spills of chemicals, fuels and other materials that could enter the drainage system and flow to waterways. The implementation of the proposed control measures identified would limit the potential for impacts as a result of spills of hazardous materials.</p>	<p>7. A signage plan would be developed to ensure people using the site are aware of the flood risk during and after the upgrade.</p> <p>8. The CEMP (or similar construction management plan) would include an appropriate flood emergency plan to assist in being prepared for, responding to and recovering from flooding.</p> <p>9. A site specific Environmental Control Map (ECM) would be prepared in accordance with the</p>	<p>Y</p>	

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	<p><u>Groundwater</u> The proposed minor regrading of the surface for the fire road would not impact ground water at the site.</p> <p><u>Flooding</u> The Proposal site is located in a flood planning area as defined under the <i>Greenacre Park Stormwater Catchment Flood Study (Bewsher Consulting 2009)</i> and would be susceptible to localised flooding (Refer Figure 3a and 3b). Flood modelling completed for this study shows the Proposal site is within the 0.25 to 0.5 metre event depth in a 20% Annual Exceedance Probability (including climate change) flood event. The proposed works do not involve the installation of large above ground structures or any significant changes to ground levels and potential impacts to the flood regime are not anticipated.</p>	<p>'Blue Book' <i>Managing Urban Stormwater: Soils and Construction Guidelines (Landcom, 2004)</i> and updated throughout construction so it remains relevant to the activities. The ECM would be submitted to the TfNSW Senior Manager Environment and Sustainability for endorsement prior to works commencing.</p>		
<p>Air quality</p>	<p>The potential for air quality impacts during construction is related to dust generation and plant and machinery emissions. The greatest potential for dust generation would be during surface disturbance activities such as minor earthworks associated with the regrading of the fire road and use of generator to power the site office building.</p> <p>Dust generation would be minimised through the implementation of the identified control measures that would aim to keep the exposed area of the</p>	<p>10. Appropriate safety precautions (including personal protective equipment (PPE)) would be implemented to protect workers during the removal of the lead paint dust and construction of the hydrocarbon vent system.</p> <p>11. Opportunities to connect proposed site office building to mains power would be investigated to reduce reliance on a generator.</p>	<p>Y</p>	

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	<p>site to a minimum and stabilising disturbed areas as soon as practicable.</p> <p>Potential impacts of exhaust emissions from construction plant and equipment are considered to be minor due to minimal plant required and the open air conditions in which they would operate that allow for free dispersal of emissions.</p> <p>The Tank Annex building contains lead paint dust which would be removed as part of the Proposal. Removal of lead paint dust would be undertaken in accordance with specialist advice.</p>			
<p>Soils and contamination</p>	<p><u>Soils</u></p> <p>The Proposal site does not have an identified soil landscape and is identified as “disturbed” on the espade mapping of the NSW Department of Planning and Environment however the immediate surrounding area is mapped as Blacktown soil landscape of the Wianamatta Group, typical geology consisting predominantly Ashfield Shale (laminite and dark grey siltstone) and Bringelly Shale (shale, with occasional calcareous claystone, laminite and coal). This soil landscape typically has a moderate erosion potential.</p> <p>The Proposal would involve minimal disturbance of the surface ground level without notable level change for the construction of the fire road.</p> <p>The NSW Planning Portal mapping indicates that the site is classified as Class 5 Acid Sulfate Soils (ASS). Based upon the minimal disturbance of the ground surface, ASS is unlikely to be</p>	<p>12. Spoil leaving the site would be required to be tested prior to disposal.</p> <p>13. Implement the active in-situ management of sub slab contamination to control impacts and allow an ongoing use of the building.</p> <p>14. Comply with the requirements of the lead management strategy that has been developed by Environmental Monitoring Services (EMS) to manage and remove lead dust within the building, unless otherwise advised by further specialist advice.</p>	<p>Y</p>	

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	<p>encountered. Spoil leaving the site will be required to be tested prior to disposal.</p> <p><u>Contamination</u></p> <p>A review of the NSW EPA’s Contaminated Land Record and the POEO public register identifies that the proposal site is not listed as a contaminated site, nor is the site subject to regulation under the <i>Contaminated Land Management Act 1997</i>.</p> <p>Contamination investigations have been undertaken at the site which included sub-slab vapour investigation (Appendix D) . The investigation identified tetrachloroethylene (PCE), trichloroethylene (TCE) and vinyl chloride (VC) within sub-slab vapour. The VC impacts located adjacent to the former wash bay in the north-eastern portion of Area D require remediation or ongoing management to control potential future vapour intrusion to this portion of the building.</p> <p>An active in-situ management approach has been identified to control impacts and allow an ongoing use of the building. This would involve installation of an active venting system to allow for the sub-slab vapour impacts to be vented outside the building.</p> <p>Lead dust contamination has also been identified within the building. A lead management strategy has been developed by Environmental Monitoring Services (EMS) to manage and remove lead dust within the building.</p>	<p>15. Testing of all demolition waste for lead dust contamination prior to disposal and disposal via methods recommended in the lead management strategy.</p> <p>16. Services searches would be undertaken prior to works commencing to manage risks to utilities and personnel.</p> <p>17. Removal of lead dust would be undertaken in accordance with the recommendations listed in the Lead Assessment and Dust Removal Scope Tan Annex, Chullora Heritage Hub (March, 2021), unless otherwise advised by further specialist advice or agreed with TfNSW.</p> <p>18. Remediation of the Tank Annex would be undertaken in accordance with the Remediation Design Specification – Chullora Railway Workshops, Worth Street, Chullora, NSW (June, 2021) unless</p>		
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		otherwise advised by further specialist advice or agreed with TfNSW.		
Noise and vibration	<p>A quantitative noise assessment has been undertaken for these works and is included as Appendix F. It has been assumed that the works would be completed within standard construction hours (i.e. Monday to Friday 7am-6pm and Saturday 8am-1pm).</p> <p>For any works outside standard construction hours approval would be sought from TfNSW. Out-of-hours work (OOHW) should not proceed until the application is approved and after consultation with the local community.</p> <p>Based on Rating Background Levels (RBLs) for an urban/industrial environment, the Noise management levels (NMLs) of 65dB, 55dB and 50dB during day, evening and night respectively have been used in accordance with Australian Standard 1055.3-. . The nearest residential receiver (46 Lawford Street) is located approximately 427 metres south east of the Proposal area, with the nearest offsite commercial receiver (Bega Dairy) located approximately 183 metres south west. The main source of noise is from the existing rail and traffic noise from the Hume Highway, along with manufacturing noise from nearby business/industrial uses.</p>	<p>19. Noise and vibration mitigation measures would be applied in accordance with the TfNSW Construction Noise and Vibration Strategy V4 (DMS-ST-157) plus Addendum.</p> <p>20. Should plant and equipment to be used differ from that included in the noise predications, the Contractor would update the noise predictions prior to construction commencing. Additional mitigation measures required under the TfNSW Construction Noise and Vibration Strategy would be applied.</p> <p>21. Potential affected receivers would be notified prior to works, unless otherwise agreed with TfNSW Community and Place representatives. The purpose of notification is to notify of the time and duration of the construction activities so that residents are informed about the works ahead of time.</p>	Y	

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	<p>It is predicted that for the nearest residential receiver during standard construction hours the NMLs will not exceed the highly noise affected construction noise management level of >75 dBA (refer to the noise assessment in Appendix F). It also be noted that the assessment has carried out a “worst case” scenario for noise modelling, and noise levels are predicted based on all sources operating simultaneously within the worksite. However in practice, all activities/plant are very unlikely to operate at the same time. For example, the most noise intensive work is considered to be external demolition work, which has led to a noise prediction of 56dB for the nearest residential receiver (46 Lawford Street) this is 1dB above the RBL, and less than the NML for the daytime standard hours.</p> <p>Generally the scale of works and the anticipated number of staff on site (up to 16 staff) suggest that it is unlikely that all machinery types would operate simultaneously. For example, it is unlikely that an excavator would be used at the same time as jackhammering as both are tools used to remove concrete at different points in the process.</p> <p>The predicted noise levels identified in Appendix F show that there are no exceedances to the applicable NMLs. These represents the worst case scenarios and in practice noise experienced by nearby receivers is likely to be lower than the noise model predictions. The potential for impacts</p>	<p>22. Use non-tonal reversing/movement alarms such as broadband (non-tonal) alarms or ambient noise-sensing alarms for all plant used regularly onsite (greater than one day), and for any OOHW.</p> <p>23. Works undertaken outside standard hours would be subject to prior written approval from TfNSW via the OOHW online system. OOHW should not proceed until the application is approved and after consultation with the local community. The community would be notified in line with the TfNSW’s Construction Noise and Vibration Strategy.</p>		
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	associated with vibration is expected to be negligible.			
Aboriginal heritage	<p>The area forms part of a landscape that was used by the Darug and Eora people. A search of the AHMIS and the State Heritage Register – Aboriginal Places (Heritage NSW) was undertaken on 18 August 2022 (Appendix G). The searches did not identify any recorded Aboriginal heritage sites within 200 metres of the Proposal site.</p> <p>It is noted the site is not located within a landscape feature likely to indicate the presence of Aboriginal objects in accordance with the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (OEH 2010).</p> <p>Given the highly disturbed nature of the local soils, previously undocumented objects of Aboriginal heritage significance are not considered likely to be present. Nevertheless, an unexpected finds protocol would be implemented during works to minimise the potential for impacts to undocumented Aboriginal objects.</p>	24. If unforeseen Aboriginal objects are uncovered during construction, the procedures contained in TfNSW's Unexpected Heritage Finds Guideline (DMS-SD-115) would be followed and works within the vicinity of the find would cease immediately. The TfNSW Project Manager and TfNSW Environment & Sustainability Officer (Rail Development & Delivery) would immediately be notified so they can assist in co-ordinating next steps which are likely to involve consultation with an Aboriginal heritage consultant, Heritage NSW, and the Local Aboriginal Land Council.	Y	
Non-Aboriginal heritage	<p>The Proposal site at Chullora Railway Workshops is listed on the TAHE Section 170 Heritage and Conservation Register (<i>Heritage Act 1977</i>). The Chullora Railway Workshops s.170 item consists of a collection of buildings within the core precinct of the site.</p>	25. The project induction would include details of the surrounding heritage features, including the requirement to ensure impacts are minimised during construction and guidelines to follow if unanticipated heritage items or	Y	

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	<p>To satisfy the requirements of the NSW <i>Heritage Act 1977</i>, a Statement of Heritage Impact (SoHI) has been prepared for the Proposal to assess potential impacts of the Proposal on heritage (refer Appendix C). Overall, the Proposal would result in a positive heritage benefit as a result of the proposed upgrades.</p>	<p>deposits are located during construction.</p> <p>26. In the event that any unanticipated archaeological deposits are identified within the project site during construction, the procedures contained in TfNSW's Unexpected Heritage Finds Guideline (DMS-SD-115) would be followed and works within the vicinity of the find would cease immediately. The Contractor would immediately notify the TfNSW Project Manager and the TfNSW Environment & Sustainability Officer (Rail Development & Delivery) so they can assist in co-ordinating the next steps which are likely to involve consultation with an archaeologist and Heritage NSW. Where required, further archaeological work and/or consents would be obtained for any unanticipated archaeological deposits prior to works recommencing at the location.</p> <p>27. The recommendations included in the Statement of Heritage Impact (September, 2021) would be implemented during detailed</p>		
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		<p>design and construction of the upgrade.</p> <p>28. An addendum SoHI would be prepared to document changes in detailed design and assess the proposed contamination remediation works. The addendum SoHI would be submitted to the TfNSW Heritage Specialist for review and endorsement prior to the built works commencing (unless otherwise agreed with TfNSW Heritage Specialist).</p> <p>29. Photographic archival recording of 'Tank Annex' would be undertaken in accordance with the Heritage NSW guidelines prior to works commencing, unless otherwise agreed with the TfNSW Heritage Specialist. The archival recording would be reviewed and endorsed by the TfNSW Heritage Specialist prior to submission to Heritage NSW or other government bodies.</p> <p>30. A suitably qualified and experience Heritage Advisor would be engaged to the satisfaction of the TfNSW Heritage Specialist. The Heritage Advisor would provide ongoing heritage, design and conservation advice throughout</p>	
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		detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA.		
Community, social and economic	During construction, noise, traffic, access and visual issues may have minor temporary indirect impacts on users of nearby social infrastructure. No direct impacts to social infrastructure are anticipated as works would be undertaken within a centralised location within a large TAHE site.	31. Sensitive receivers would be kept informed of construction progress, activities and impacts where required. Where required, contact details for a 24-hour construction response line, Project Infoline and email address would be provided for ongoing stakeholder contact throughout the construction phase.	Y	
Traffic and parking	Construction of the proposal would result in a minor temporary increase in traffic as a result of the following: <ul style="list-style-type: none"> • delivery of construction materials • delivery and removal of construction equipment and machinery • spoil removal • movement of construction personnel. The vehicles generated on the road network as a result of the construction works are expected to generally consist of light vehicles from	32. Prior to the commencement of construction, a Traffic Management Plan (TMP) would be prepared. The TMP would detail traffic and pedestrian management; heavy vehicle routes and parking restrictions for construction workers. 33. Prior to construction commencement, road condition surveys and reports on the condition of roads and footpaths to	Y	

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	<p>construction works and very few heavy vehicle trips from deliveries and the removal of spoil, materials, plant and equipment when required.</p> <p>Although the surrounding road network is frequently occupied by light and heavy vehicles travelling to and from the surrounding industrial land uses, there would be an increase in the presence of these vehicles during construction works.</p> <p>Proposed works would generally be undertaken during standard construction hours. Impacts are associated with deliveries of materials and plant/equipment, the removal of excavated material from the work area and access to the site by construction personnel.</p> <p>All works are proposed within the Chullora Railway Workshops site including the site office. As a result, impacts are generally expected to be limited to vehicles entering and exiting the site and using the local road network. Heavy and light vehicle movements via Worth Street would be limited to two construction vehicle movements into and out of the site per week. These levels of traffic impacts during construction are expected to be manageable and would have minimal impacts on existing traffic conditions.</p> <p>The Proposal area has sufficient parking for construction workers on site and there would be no potential impacts to public parking spaces during construction works or ongoing use.</p>	<p>be affected by construction would be prepared. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, would be repaired at the Proponent's expense.</p>		
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	The Proposal would not impact upon pedestrian or vehicular access adjacent properties during construction.			
Waste	<p>Waste likely to be generated during construction of the Proposal include spoil, concrete, steel and general waste, including food and other wastes generated by construction workers.</p> <p>Waste management would be undertaken in accordance with the <i>Waste Avoidance and Resource Recovery Act 2001</i> (WARR Act). A Waste Management Plan would be prepared that would identify potential waste streams associated with the works and outline methods of disposal of waste that cannot be reused or recycled at appropriately licensed facilities along with other onsite management practices such as keeping areas tidy and free of rubbish.</p> <p>Waste management targets would be developed for the Proposal including reuse and recycling.</p>	<p>34. All waste would be separated and classified in accordance with the NSW EPA Waste Classification Guidelines 2014 and disposed of to a licensed facility.</p> <p>35. All recyclable waste would be recycled where practicable.</p> <p>36. An appropriate Unexpected Finds Protocol, considering asbestos containing materials and other potential contaminants, would be included in the CEMP. Procedures for handling asbestos containing materials, including licensed contractor involvement as required, record keeping, site personnel awareness and waste disposal to be undertaken in accordance with SafeWork NSW requirements.</p> <p>37. The following actions in relation to minimising waste during construction would be considered:</p> <ul style="list-style-type: none"> waste avoidance, including action to reduce the amount of waste generated 	Y	

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		<ul style="list-style-type: none"> resource recovery, including re-use, recycling, reprocessing and energy recovery waste disposal, including management of all disposal options in the most environmentally responsible manner and in line with legislative requirements. 		
Visual	The proposed upgrades to the existing buildings and infrastructure is consistent with the existing buildings and infrastructure on the site and is not likely to result in adverse visual impacts. There are no nearby sensitive receivers.	<p>38. Working areas would be maintained, kept free of rubbish and cleaned up at the end of each working day.</p> <p>39. The proposed upgrades would be reviewed by the Heritage Advisor to ensure materials and finishes would be sympathetic to heritage setting.</p>	Y	

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Urban design	The proposed upgrades to the building would be sympathetic to the existing rail environment.	N/A	Y	
Geotechnical	The Proposal is located within a highlight disturbed rail facility and would require minor ground disturbance. It is not expected that the construction of the Proposal would result in any geotechnical impacts.	N/A	Y	
Land use	The Proposal site is located on land zoned IN1 General Industrial under the Bankstown Local Environmental Plan 2015 (Bankstown LEP) and owned by TAHE. Impacts on land use are not anticipated as the proposal would consistent with surrounding land uses in the IN1 zone and works would generally be contained within a centralised location within a large TAHE site. Construction works would not affect accessibility to surrounding businesses and commercial areas.	N/A	Y	

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Risk	<p>No additional risks have been identified.</p> <p>The proposed works carry some potential environmental and safety risks which can be adequately managed as identified in this assessment. These risks are typical of similar Proposals and have well developed and tested management controls.</p>	N/A	Y	
Climate Change	<p>The effects of climate change in the Sydney region can be assessed in terms of weather changes, storm intensity, flooding and increased risk of fire. The Proposal would seek to account for climate projections and include sufficient drainage and fire protection.</p>	N/A	Y	
Sustainability	<p>The Proposal would seek to achieve an 'Pass' rating under the TfNSW Sustainable Design Guidelines V4.</p> <p>Due to the scale and temporary nature of the construction works, the Proposal would not result in any additional risk of climate change and</p>	40. A suitably qualified and experienced Sustainability Officer would be appointed who is responsible for implementing the sustainability objectives for the Project. The Sustainability Officer	Y	

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	<p>sustainability impacts over and above the current risks if the appropriate control measures are implemented.</p>	<p>would be endorsed by the Director Sustainability (DS) or delegate prior to the preparation of the sustainability management plan (SMP).</p> <p>41. A SMP would be prepared and submitted to the DS (or delegate) for approval at least 14 days prior to site mobilisation, unless otherwise agreed with the DS or delegate.</p> <p>42. The Project would achieve a Pass rating under the TfNSW Sustainable Design Guidelines V4 and meet Baseline Sustainability Requirements.</p>		
<p>Cumulative impacts</p>	<p>There are no known construction activities occurring nearby.</p>	<p>43. Works associated with the Proposal would be coordinated, as required, with construction activities associated with any proposed developments nearby during the construction period.</p>	<p>Y</p>	

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Other	No further impacts have been identified.	N/A	Y	
Management and mitigation measures	<p>A CEMP for the construction phase of the Proposal would be prepared in accordance with the requirements of TfNSW's environmental management system. The CEMP would provide a centralised mechanism through which all potential environmental impacts relevant to the Proposal would be managed and outline a framework of procedures and controls for managing environmental impacts during construction.</p> <p>The CEMP would incorporate as a minimum all environmental mitigation measures identified in this checklist, any conditions from licences or approvals required by legislation, and a process for demonstrating compliance with such mitigation measures and conditions.</p>	<p>44. A Construction Environmental Management Plan (CEMP) would be prepared by the Contractor in accordance with the relevant requirements of Environmental Management Plan Guideline – Guideline for Infrastructure Projects (NSW Department of Planning Industry and Environment, 2020) for approval by the Transport for NSW Director Environment & Sustainability Rail Development & Delivery (DES) or nominated delegate, prior to the commencement of construction and following any revisions made throughout construction.</p> <p>45. ECMs would be prepared by the Contractor showing any</p>	Y	

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		<p>environmental controls that may be required. The ECM is to be prepared in accordance with Transport for NSW's Guide to Environmental Controls Map (DMS-SD-015) and is to be approved by the DES or nominated delegate prior to works commencing and following any revisions made throughout construction.</p> <p>46. Prior to the commencement of construction, all contractors would be inducted on the key project environmental risks, procedures, mitigation measures and conditions of approval.</p> <p>47. Any modifications to the Proposal would be subject to further assessment and approval by the DES or nominated delegate and relevant approval agencies. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised.</p> <p>48. These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land</p>		
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		<p>owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.</p> <p>49. Suitably qualified and experienced environmental management personnel would be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p>50. Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) would be submitted for the approval of the DES, prior to commencement of construction of the Project (or such time as otherwise agreed by the DES).</p> <p>51. Any adjustments to environmental resource allocations (on-site or off-</p>		
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		site) would be approved by the DES.		
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Impact Assessment - Operation

Aspect	Nature and extent of impacts (negative and positive) during operation	Proposed Control Measures	Endorsed [Rail Development and Delivery, E&S Branch use only]	
			Y/N	Comments
Flora and fauna	N/A, scope of this assessment relates to construction activities only.	N/A	Y	
Water	No operational impacts to water quality and flooding are anticipated as a result of the operation of the Proposal.	52. Transport Heritage would be notified of the feedback received from the SES, to consider in future updates to the Chullora precinct emergency response plan (or equivalent document).	Y	

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Aspect	Nature and extent of impacts (negative and positive) during operation	Proposed Control Measures	Endorsed [Rail Development and Delivery, E&S Branch use only]	
			Y/N	Comments
Air quality	N/A, scope of this assessment relates to construction activities only	N/A	Y	
Soils and contamination	<p>No soils or contamination impacts are anticipated during operation of the Proposal.</p> <p>Contamination investigations have been undertaken at the site which included sub-slab vapour investigation. The investigation identified tetrachloroethylene (PCE), trichloroethylene (TCE) and vinyl chloride (VC) within sub-slab vapour. The VC impacts located adjacent to the former wash bay in the north-eastern portion of Area D require remediation or ongoing management to control potential future vapour intrusion to this portion of the building.</p> <p>An active in-situ management approach has been identified to control impacts and allow an ongoing use of the building. This would involve installation of an active venting system to allow for the sub-slab vapour impacts to be vented outside the building.</p>	N/A	Y	

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Aspect	Nature and extent of impacts (negative and positive) during operation	Proposed Control Measures	Endorsed [Rail Development and Delivery, E&S Branch use only]	
			Y/N	Comments
Noise and vibration	N/A, scope of this assessment relates to construction activities only	N/A	Y	
Aboriginal heritage	N/A, scope of this assessment relates to construction activities only	N/A	Y	
Non-Aboriginal heritage	It is anticipated that the proposed repairs / upgrades to the Tank Annex building would result in improved heritage values.	N/A	Y	

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Aspect	Nature and extent of impacts (negative and positive) during operation	Proposed Control Measures	Endorsed [Rail Development and Delivery, E&S Branch use only]	
			Y/N	Comments
Community, social and economic	N/A, scope of this assessment relates to construction activities only	N/A	Y	
Traffic	N/A, scope of this assessment relates to construction activities only	N/A	Y	
Waste	N/A, scope of this assessment relates to construction activities only	N/A	Y	
Visual	The proposed upgrades to the existing buildings and infrastructure is consistent with the existing buildings and infrastructure on the site and is not likely to result in adverse visual impacts. There are no nearby sensitive receivers.	N/A	Y	

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Aspect	Nature and extent of impacts (negative and positive) during operation	Proposed Control Measures	Endorsed [Rail Development and Delivery, E&S Branch use only]	
			Y/N	Comments
Urban design	Upgrades to the building to make it fit for purpose and ensuring its ongoing conservation.	N/A	Y	
Geotechnical	N/A, scope of this assessment relates to construction activities only	N/A	Y	
Land use	N/A, scope of this assessment relates to construction activities only	N/A	Y	

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Aspect	Nature and extent of impacts (negative and positive) during operation	Proposed Control Measures	Endorsed [Rail Development and Delivery, E&S Branch use only]	
			Y/N	Comments
Risk	N/A, scope of this assessment relates to construction activities only	N/A	Y	
Climate Change	N/A, scope of this assessment relates to construction activities only. Refer to Water section above regarding flooding.	N/A	Y	
Sustainability	N/A, scope of this assessment relates to construction activities only	N/A	Y	
Cumulative impacts	N/A, scope of this assessment relates to construction activities only	N/A	Y	

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Aspect	Nature and extent of impacts (negative and positive) during operation	Proposed Control Measures	Endorsed [Rail Development and Delivery, E&S Branch use only]	
			Y/N	Comments
Other	N/A, scope of this assessment relates to construction activities only	N/A	Y	
Management and mitigation measures	N/A	N/A	Y	

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Are you confident that the impacts of the activity are known and understood?	Yes	
Are you confident that the impacts of the activity can be managed so as not to have an adverse impact?	Yes	
I certify that to the best of my knowledge this EIA checklist: <ul style="list-style-type: none"> • examines and takes into account to the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the project; and • is accurate in all material respects and does not omit any material information. 		
Name [REDACTED]	Signature [REDACTED]	Date 14/09/2022
Title [REDACTED]		
Name [REDACTED]	Signature [REDACTED]	Date 14/9/22
Title [REDACTED]		
Name [REDACTED]	Signature [REDACTED]	Date 14/09/2022
Title [REDACTED]		
Name [REDACTED]	Signature [REDACTED]	Date 14/09/2022

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Title [REDACTED]		
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THIS SECTION FOR RAIL DEVELOPMENT AND DELIVERY, ENVIRONMENT AND SUSTAINABILITY BRANCH USE ONLY

Project Approvals

Planning Approvals (Refer to section 3 of the Guide to Planning and Environmental Approvals)

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

Yes If yes, does the approval need to be modified to accommodate the project? If yes, identify requirements for modification.

.....
No If no, is the project to be assessed under Part 4 or Division 5.1?

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

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

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

The environmental assessment has been undertaken in the context of Section 171 of the Environmental Planning & Assessment Regulation 2021 (refer to Appendix A).

Yes

No – further assessment required (planning approval cannot be granted).

Environmental Approvals (Refer to section 2 of the Guide to Planning and Environmental Approvals)

Identify all other approvals required for the project:

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Tick appropriate box

No further assessment required.	✓		Further Assessment is required
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Approved		
<p>I have examined and considered the Proposed Activity outlined in this Environmental Impact Assessment Checklist. Under delegation from the Secretary Transport of New South Wales, I determine that the Proposed Activity may be carried out subject to the following conditions of approval.</p> <ol style="list-style-type: none"> 1. Works are to be undertaken in accordance with the Proposed Control Measures (including any Planning and Environment endorsement comments) identified in the impact assessment tables in this Environmental Impact Assessment Checklist 	<p>Signature</p> <div style="background-color: black; width: 100%; height: 20px;"></div>	<p>Date</p> <p style="text-align: center;">15 Sept. 2022</p>
	<p>Name</p> <div style="background-color: black; width: 100%; height: 40px;"></div>	

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Abbreviations

Term	Meaning
AHIMS	Aboriginal Heritage Information Management System
AS	Australian Standard
APAS	Australian Paint Approval Scheme
ASS	Acid Sulfate Soils
BCA	Building Code of Australia
BC Act	<i>Biodiversity Conservation Act 2016 (NSW)</i>
CEMP	Construction Environmental Management Plan
CCTV	Closed Circuit Television
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
DES	TfNSW Director Environment & Sustainability
DPE	NSW Department of Planning and Environment
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
E&S	Environment and Sustainability Branch of TfNSW
ECM	Environmental Controls Map
EMS	Environmental Management System
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
EPL	Environment Protection Licence
Heritage Act	<i>Heritage Act 1977 (NSW)</i>
Transport and Infrastructure SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (NSW)</i>
LEP	Local Environmental Plan
LGA	Local Government Area
NML	Noise Management Level
NSW	New South Wales
OEH	Former NSW Office of the Environment and Heritage
PoEO Act	<i>Protection of the Environment Operations Act 1997 (NSW)</i>

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Term	Meaning
SEPP	State Environmental Planning Policy
SHI	State Heritage Inventory
VOC	Volatile Organic Compounds

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Definitions

Term	Meaning
Concept design	The concept design is the preliminary design presented in this EIA Checklist, which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to Transport for NSW acceptance).
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW DES to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the DES).
Contractor	The entity appointed by Transport for NSW to undertake the construction of the Proposal. The Contractor is therefore responsible for all work on the proposal, both design and construction.
Determining authority	A Minister or public authority on whose behalf an activity is to be carried out or public authority whose approval is required to carry out an activity (under Division 5.1 of the EP&A Act).
Disability Standards for Accessible Public Transport	The Commonwealth Disability Standards for Accessible Public Transport 2002 (as amended), authorised under the Commonwealth <i>Disability Discrimination Act 1992</i> (DDA).
Out of hours work	Defined as work undertaken <i>outside</i> standard construction hours (i.e. outside of 7am to 6pm Monday to Friday, 8am to 1pm Saturday and no work on Sundays/public holidays).
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act.
The Proposal	The construction of the Chullora Tank Annex upgrade works.
Sensitive receivers	Land uses which are sensitive to potential noise, air and visual impacts, such as residential dwellings, schools and hospitals.

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Appendix A – Consideration of Section 171

The following factors, listed in section 171 of the *Environmental Planning and Assessment Regulation 2021*, have been considered to assess the likely impacts of the proposal on the natural and built environment.

Factor	Impacts
<p>(a) Any environmental impact on a community? The Proposal has the potential to result in negligible noise and traffic impacts during the construction phase Control measures outlined in the Impact Assessment would be implemented to manage and minimise impacts.</p>	Minor, short term, negative
<p>(b) Any transformation of a locality? The Proposal would involve the introduction of some new visible elements however the appearance of the new elements would be consistent with the existing infrastructure within the Chullora Railway Workshops. There would be no visual impacts associated with the proposal.</p>	Nil
<p>(c) Any environmental impact on the ecosystem of the locality? The area of the site where the Proposal is located is highly disturbed. The Proposal involves minor vegetation removal of one tree, and this tree is not from a threatened or endangered ecological community.</p>	Minor, long term, negative
<p>(d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality? The Proposal is located within the existing Chullora Railway Workshops site and is not readily discernible from surrounding properties. The Proposal has the potential to result in negligible noise and traffic impacts during the construction phase</p>	Minor, short term, negative
<p>(e) Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations? Chullora Railway Workshops is listed on the TAHE Section 170 Heritage and Conservation Register (<i>Heritage Act 1977</i>). The Chullora Railway Workshops s.170 item consists of a collection of buildings within the core precinct of the site. A Statement of Heritage Impact (SoHI) has been prepared and the works would be undertaken in accordance with the mitigation measures recommended in the SoHI (Appendix C). The Proposal is anticipated to result in positive heritage values.</p>	long term, positive
<p>(f) Any impact on the habitat of protected fauna (within the meaning of the <i>National Parks and Wildlife Act 1974</i>)? The area of the site where the Proposal is located is highly disturbed. The Proposal involves minor vegetation removal of one tree, and this tree is not from a threatened or endangered ecological community. The removal of the tree would not impact on the habitat of protected fauna.</p>	Nil
<p>(g) Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air? The area of the site where the Proposal is located is highly disturbed. The Proposal involves minor vegetation removal of one tree, and this tree is not from a threatened or endangered ecological community and will not contribute to the endangerment of any fauna or flora.</p>	Nil
<p>(h) Any long-term effects on the environment?</p>	Nil
<p>(i) Any degradation of the quality of the environment?</p>	Nil

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Factor	Impacts
<p>(j) Any risk to the safety of the environment? The Proposal is unlikely to cause any pollution or safety risks to the environment provided the recommended control measures are implemented. Construction of the Proposal would be managed in accordance with a CEMP to reduce any risks to the environment.</p>	Nil
<p>(k) Any reduction in the range of beneficial uses of the environment? The Proposal is unlikely to have any reduction in the range of beneficial uses of the environment.</p>	Nil
<p>(l) Any pollution of the environment? During construction, the Proposal has the potential to result in short-term noise and air impacts. These impacts would be managed in accordance with the control measures outlined above in the environmental impact assessment.</p>	Minor, short term, negative
<p>(m) Any environmental problems associated with the disposal of waste? All waste requiring off-site disposal would be classified in accordance with the <i>Waste Classification Guidelines (EPA 2014)</i> prior to disposal at an appropriate waste facility licenced to accept waste of the relevant classification. . Any contaminated material would be disposed of at an appropriately licensed facility. Disposal of contaminated waste would be undertaken in accordance with SafeWork NSW requirements.</p>	Minor, short term, negative
<p>(n) Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply? The Proposal is unlikely to increase demands on resources that are or are likely to become in short supply.</p>	Nil
<p>(o) Any cumulative environmental effect with other existing or likely future activities? There is a limited potential that the Proposal may have cumulative impacts should the work coincide the construction of other developments within the locality. These impacts are expected to be minor and would be limited to the construction phase.</p>	Minor, short term, negative
<p>(p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions? The Proposal would not affect or be affected by any coastal processes or hazards.</p>	Nil
<p>(q) Applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1 The Greater Sydney Region Plan includes strategies to transform land use and transport patterns to boost liveability, productivity and sustainability this plan has been prepared concurrently with Future Transport Strategy 2056. The South District Plan has been prepared to align with the visions and objectives of the Greater Sydney Region Plan. The South District includes the local centre of Chullora. Planning priority S6 of the Plan centres around '<i>Creating and renewing great places and local centres, and respecting the District's heritage</i>'. The proposal is consistent with this priority, and would ensure the ongoing preservation of an important heritage item. The Canterbury Bankstown Council's Local Strategic Planning Statement (LSPS), <i>Connective City 2036</i> aims to create opportunities for living, working, access and movement. It protects environmental qualities, celebrates precious waterways, and knits together the cultural fabric of this vibrant new city within a quality urban setting. The Proposal supports this planning statement through protection and revitalisation of a heritage site.</p>	Nil
<p>(r) Other relevant environmental factors</p>	Nil

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Factor

Impacts

In considering the potential impacts of this proposal all relevant environmental factors have been considered, refer to Impact Assessment of this assessment.

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