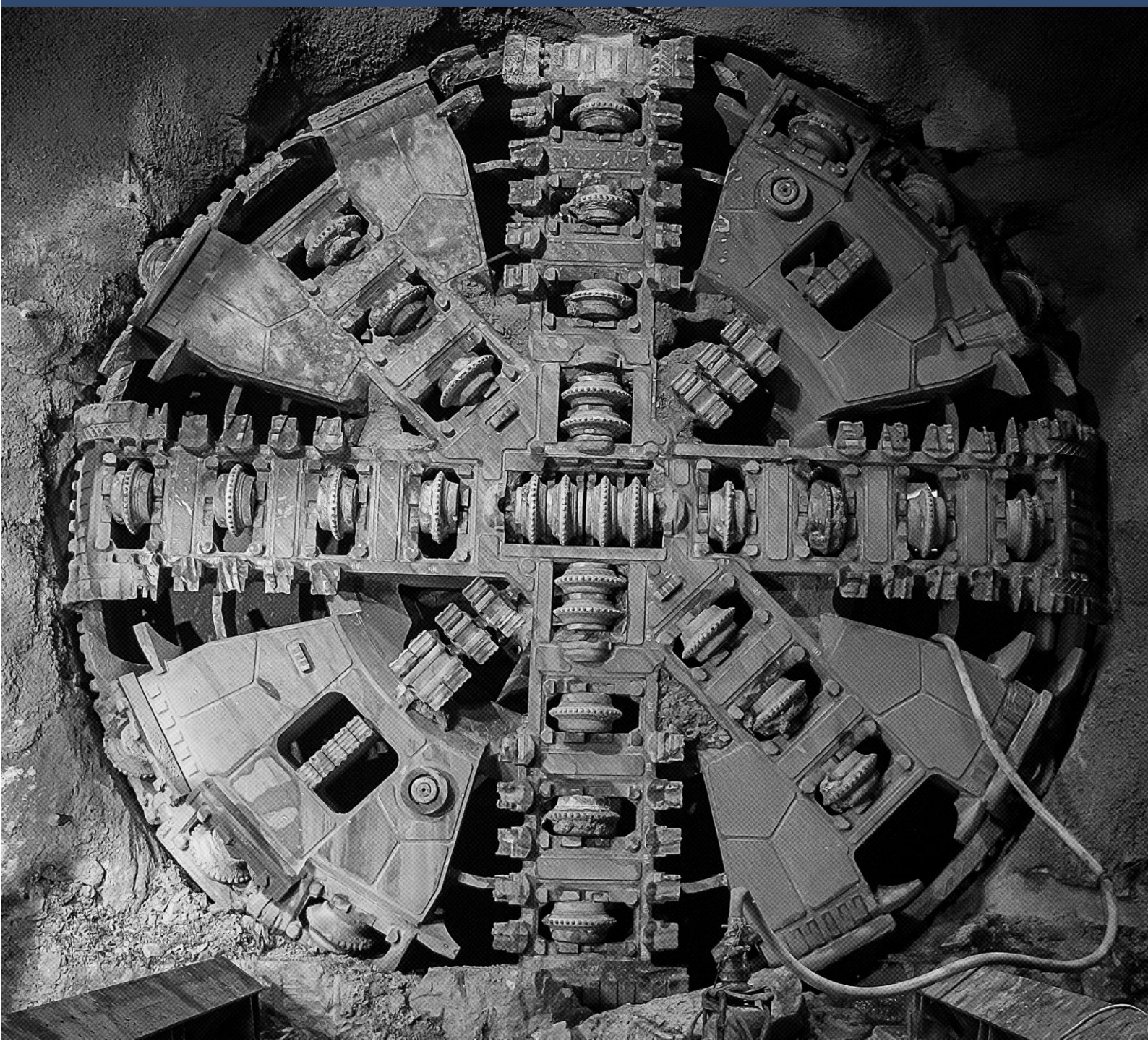
EASTERN TUNNELLING PACKAGE
John Holland CPB Contractors Ghella JV

The Bays

Minor ancillary Facility Assessment

Glebe Island Bridge

SMWSTETP-JCG-SWD-SW000-EN-RPT-095068



Memo	
Title	Application for Minor ancillary Facility – Glebe Island Bridge
Date	20 November 2024
Doc Number	SMWSTETP-JCG-SWD-SW000-EN-RPT-095068
To	[redacted] (Sydney Metro), Michael Woolley (Environmental Representative)
From	[redacted] (JCG JV – Environment, Approvals & Sustainability Director)

1. Introduction

This memo relates to a minor ancillary facility adjacent to the Sydney Metro 'The Bays' construction site, at Lot 13 DP 861440, next to Sommerville Road, Rozelle 2039 and located at the redundant Glebe Island Bridge approach (The Minor ancillary Facility).

The area subject to the minor ancillary facility has been leased from Transport for NSW (TfNSW) and would be used for the duration of construction of the Project. The majority of the area is covered with hardstand with a small area of remaining vegetation (weeds) along the north and south boundaries.

The minor ancillary facility would encompass 2020 square meters (m^2) and include:

- Materials storage area
- Five non-powered surveys prisms with approximately 15 cm x 15 cm diameter
- Exclusion zone at the eastern boundary of the site, over Johnston's Bay.

The minor ancillary facility is needed to allow for additional material storage and support the construction works for the Project. Key benefits associated with the new minor ancillary facility include minimise plant and equipment movement and material storage at the Pyrmont site.

The selection of the minor ancillary facility location has taken into consideration Condition A23 of the Sydney Metro West Stage 2 Planning Approval (SSI 19238057).

Site establishment works would be limited to jersey kerb installation. There would be no ground disturbing works, vegetation removal or trimming. Only non-hazardous materials would be stored in the minor ancillary facility.

The minor ancillary facility would be managed in accordance with the John Holland CPB Contractor Ghella (JCG) Joint Venture (JV) Construction Environmental Management Plan (CEMP) and sub plans, as detailed in Appendix A.

The minor ancillary facility overview is provided in Figure 1.

Figure 1: Minor ancillary facility overview

2. Compliance

The approval pathway for minor ancillary facilities is identified in the Sydney Metro West Stage 2 Planning Approval (SSI 19238057) Condition A23 (CoA A23).

Figure 1 is not identified in the Sydney Metro West Stage 2 EIS. However, the Environmental Representative (ER) may assess the minor ancillary facility to confirm if the requirements of CoA A23 are met. Table 1 outlines compliance with each requirement of CoA A23.

Table 1: Compliance with requirements of CoA A23

CoA	Requirement	Compliance
A23	Minor ancillary facilities may be established and used where they have been assessed in the	This memo and Application for Minor ancillary Facility (Appendix A) have been prepared and provided to the ER to allow the assessment of the

CoA	Requirement	Compliance
	documents listed in Condition A1 or satisfy the following criteria:	impacts of the minor ancillary facility located adjacent to The Bays construction site, as shown in Figure 1
A23 (a)	are located within or adjacent to the Construction Boundary; and	The minor ancillary facility would be located adjacent to the Sydney Metro 'The Bays' construction site, as shown in Figure 1
A23 (b)	Have been assessed by the proponent with the adoption of mitigation measures as appropriate; and	The minor ancillary facility is not located next to sensitive land user(s). The area is within an industrial area, i.e. working maritime port environment. Appendix A provides an analysis of potential environmental impacts and mitigation measures associated with the minor ancillary facility.
A23 (c)	In the opinion of the ER have: (i) Minimal amenity and environmental impact (ii) No impacts on biodiversity or heritage items beyond those already approved under the other conditions of approval.	The establishment and use of the facility would be undertaken in accordance with the existing Conditions of Approval for the Project. Potential environmental impacts would be minor and temporary. No land clearing or ground disturbance would be required as a result of the minor ancillary facility. There will be no impact on threatened species or ecological communities or their habitat within the meaning of the *Biodiversity Conservation Act 2016* (BC Act) or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Given that the minor ancillary facility is located on Glebe Island Bridge approach – State listed heritage item, a Heritage Assessment Memo has been prepared by AMBS and is provided in Appendix B. The Memo concludes the proposed works do not involve any structural changes to the Glebe Island Bridge and the physical fabric of the bridge would not be impacted.

Appendix A - Application for Minor ancillary Facility

Minor ancillary facility information	
Site location (attach map for reference)	Glebe Island, Rozelle NSW 2039. Refer to Figure 1
Date works to commence: 15 November 2024	**Date works to finish:** June 2025
Minor ancillary facilities assessment in accordance with CoA A23	
An assessment of potential environmental impacts associated with the minor ancillary facility has been undertaken and is detailed in Table 2. Site establishment works would be limited to jersey kerb installation. There would be no ground disturbing works, vegetation removal or trimming. Only non-hazardous materials would be stored in the minor ancillary facility. No machinery or equipment would be parked in the minor ancillary facility. There are no sensitive land users adjacent to the minor ancillary facility, therefore the requirements of CoA A24 and A25 are not triggered. Overall, environmental impacts would be minor and temporary, and the magnitude of the minor ancillary facility is minor in comparison to the Project.	

Table 2: Environmental Aspects assessment

Aspect	Assessment
▪ **Amenity to surrounding residencies and businesses**	▪ The minor ancillary facility is located in an industrial setting at Glebe Island and is approximately 250m from the closest residence located on Bowman Street, noting that these residents are located beneath the Anzac Bridge which is a main arterial road in the area. ▪ Potential impacts on amenity of the surrounded area are considered minor due to the short duration and limited intensity of works required. Visual impacts, air quality impacts and noise impacts to surrounding community would be minor. ▪ The Visual Amenity Management Sub plan would be implemented during the operation of the facility.
▪ **Noise**	▪ The closest residential receivers are approximately 250m from the minor ancillary facility, below the Anzac Bridge. The noise environment surrounding the minor ancillary facility is road traffic noise generated on the Anzac Bridge. ▪ Noise impacts would be minor and no out of hours works are proposed at the minor ancillary facility. ▪ The Noise and Vibration Management Sub plan would be implemented during the operation of the facility.
▪ **Traffic and access**	▪ Potential impacts on traffic and access would be minor and managed in accordance with the existing CTMP. The minor ancillary facility would reduce traffic at Pyrmont, minimise plant and equipment movement and material storage at the Pyrmont site.

Aspect	Assessment
▪ **Dust and odour/air quality**	▪ Air quality impacts would be minor as there would be no earthworks and the area subject the minor ancillary facility is covered by hardstand. ▪ Potential minor dust would be managed in accordance with Air Quality Management Sub-Plan. Dust associated with track out of vehicles would be managed via the use of a water cart and sweeper.
▪ **Visual (including light spill)**	▪ Visual impacts associated with the minor ancillary facility would include views of stored material. These impacts would be minor and temporary due to the existing land use surrounding the minor ancillary facility. Lighting towers are not proposed for the facility. ▪ The Visual Amenity Management Sub plan would be implemented during the operation of the facility. This includes retaining vegetation, maintaining housekeeping, and restoring the area back to its pre-existing condition at the conclusion of the lease.
▪ **Waste**	▪ Minor waste that would be generated as a result of the minor ancillary facility would be appropriately disposed of and managed in accordance with the *Protection of the Environment and Operations Act 1997* (POEO Act), Protection of the Environment Operations (General) Regulation 2022. ▪ Waste facilities would be provided for general waste (e.g. food packaging) and be disposed at an appropriate facility and managed in accordance with the Waste Management Sub-plan.
▪ **Flooding**	▪ Flooding impacts associated with the minor ancillary facility would be neutral. The minor ancillary facility is not located within flood liable land or high flood hazards land, as determined in *NSW Planning Portal Spatial Viewer.*
▪ **Biodiversity**	▪ The minor ancillary facility area is highly disturbed. There would be no vegetation clearing or pruning or impacts to biodiversity values. No additional assessment is required.
▪ **Soil and water**	▪ Surface water quality impacts would be minor. There would be no hazardous materials storage and no maintenance or refuelling activities. There will be no disturbance to soil as the area is covered with hardstand. ▪ Any sediment/stormwater runoff would be managed by erosion and sediments controls, in accordance with the Soil and Water Management Sub-Plan. The Erosion and Sediment Control Plan (ESCP) would be updated to include the minor ancillary facility. ▪ The majority of the surface is covered in hardstand and there were no signs of fuel or chemical spills or

Aspect	Assessment
	staining. Therefore the potential for contamination of the proposed area is low.
▪ **Heritage**	▪ The minor ancillary facility is located at Glebe Island Bridge approach, which is State heritage listed under SHR #01914. ▪ A Heritage Assessment Memo has been prepared by AMBS and is provided in Appendix B The Memo concludes the proposed works do not involve any structural changes to the Glebe Island Bridge and the physical fabric of the bridge would not be impacted. ▪ A search of the Aboriginal Heritage Information Management System database (AHIMS) has been undertaken on 03/10/2024 and there are no Aboriginal heritage sites within the minor ancillary facility area. ▪ Any heritage finds would be managed in accordance with the Unexpected Heritage Finds Procedure and the Heritage Management Sub-Plan.

Internal sign off		
Environment, Approvals & Sustainability Director:		
Name: [redacted]	**Signature:** [redacted]	**Date:** 20/11/2024

Sydney Metro sign off		Yes/No
Does the minor ancillary facility meet the requirements of Condition of Approval A23?		
Name: [redacted]	**Signature:** [redacted]	**Date:** 27/11/2024
Additional comments / notes:		

Environmental Representative sign off		Yes/No
Does the minor ancillary facility meet the requirements of Condition of Approval A23?		
Name: [redacted]	**Signature:** [redacted]	**Date:** 27-11-24
Additional comments / notes:		

Appendix B – Heritage Assessment Memo

MEMO

DATE: 16 October 2024 **AMBS Ref**: 23111 M51

TO: [redacted], John Holland CPB Contractors Ghella JV

FROM: [redacted], AMBS Heritage Team Leader

SUBJECT: Sydney Metro West - The Bays to Sydney CBD – Glebe Island Bridge Ancillary Facility Heritage Impact Assessment

AMBS Ecology & Heritage Pty Ltd (AMBS) has been engaged by John Holland CPB Contractors Ghella JV (JCG JV) to provide heritage services for Stage 2 of the Sydney Metro West project, a new 24 - kilometre metro line connecting Greater Paramatta to Sydney CBD. Stage 2 of the project includes all major civil construction works including station excavation and tunnelling between The Bays and CBD. This project is being completed under the State Significant Infrastructure approval SSI 19238057. As part of the current works, a new site compound is required to be established for The Bays precinct, located on the Glebe Island Bridge approach (Figure 1). This area is located outside of the assessed areas for the Sydney Metro West between Westmead and The Bays (Stage 1), State Significant Infrastructure approval SSI 11038 and Sydney Metro West between The Bays and CBD (Stage 2), State Significant Infrastructure approval SSI 19238057 and as such it's use for the project has not been assessed in either approval.

The Glebe Island Bridge is a State listed heritage item, SHR #01914 (Figure 2). The purpose of this memo is to undertake a preliminary assessment of potential impacts to the heritage significance of the Glebe Island Bridge for the proposed use of the bridge for ancillary storage and laydown.

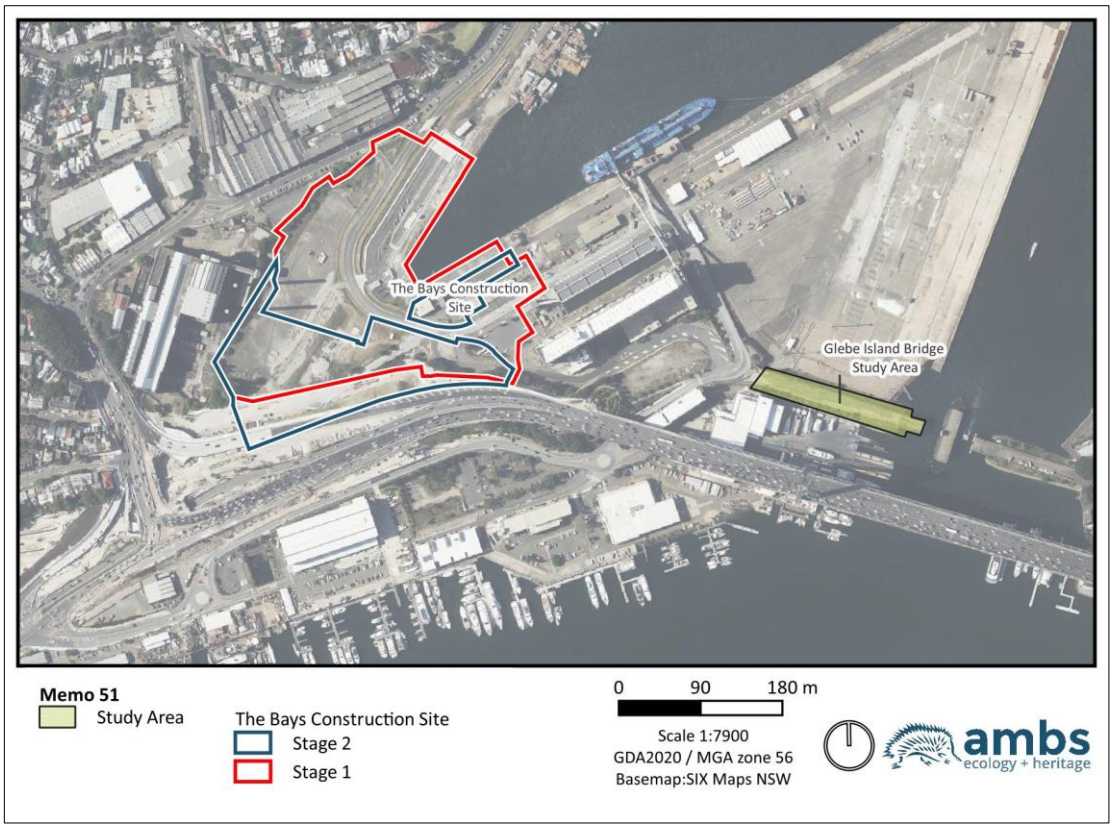


Figure 1 Study area and CSSI stage 1 and stage 2 site boundaries.

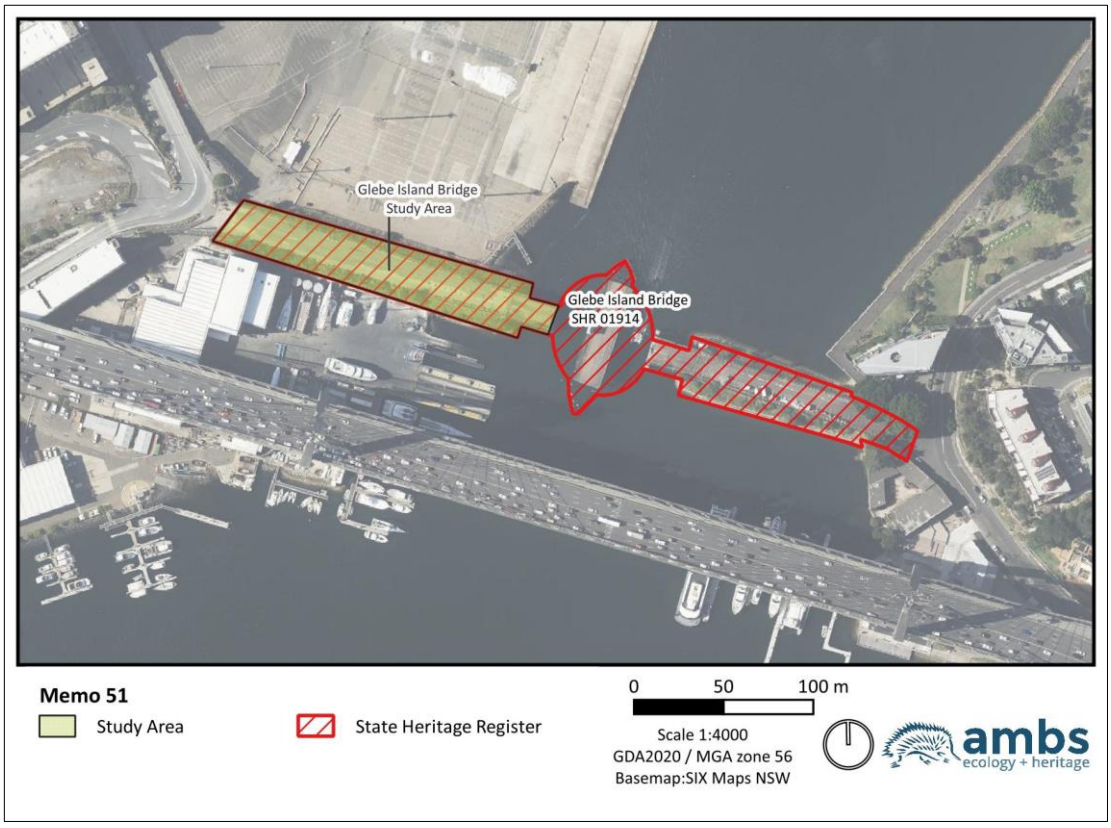


Figure 2 Glebe Island Bridge heritage curtilage.

Historic Context

The following historic context has been reproduced and summarised from the Glebe Island Bridge Conservation Management Plan 1999 and the NSW Heritage Inventory sheet.

In the mid-1800s Sydney was a mix of commerce, retail, residences, manufacturing works and factories, with the Botanic Gardens and Domain to the east, port activities to the west and north and road outlets at its southern border leading to the inner western suburbs via the Parramatta Road, which was also the beginning of the Great Western Highway.

Governor King granted the land on the Pyrmont side of what was to become Glebe Island Bridge, to Surgeon John Harris, a Northern Irish Officer in the New South Wales Corps, on 31 December, 1803. Harris also obtained the whole of Five Dock and Drummoyne, a total of over 600 hectares in another grant of land from King in 1806. The so-called Ultimo Estate remained in the Harris Family until they divided it up in a ballot in 1860. The land for the Glebe Island Bridge and approach roads was resumed from the John Harris Estate in the late 1850s and in 1896. The land on the Glebe Island appears never to have been alienated from the Crown, and passed from the Public Abattoir to Sydney Harbour Trust.

The first Glebe Island Bridge was a private toll-bridge completed in 1862 and was a timber beam viaduct with a small, one arm, hand cranked swing-span tucked into the Pyrmont shore. After 30 years, this bridge was in need of extensive repairs and the Colonial Government purchased the structure and the Public Works Department (PWD) began planning a replacement bridge. The construction of the second bridge related to a project commenced in the 1880s for the Five Bridges Route, to facilitate traffic flow from the city to the northern and western suburbs of the expanding city. Bridges were to be built or replaced at Pyrmont Bay, Glebe Island, Iron Cove, Gladesville and Fig Tree (until these bridges were built, the only access to the northern shore of the Harbour was by boat, punt or by road via Parramatta).

After much debate Parliament voted the funding for the new Glebe Island Bridge in 1898 and detailed design work commenced in the Public Works Drawing Offices. Design of the bridges was led by Percy Allan, who had been appointed Engineer-in-Chief for bridge design in 1896. His assistant engineer was E.M. De Burgh and the junior engineers were H Dare, J Bradfield and J W Roberts, all of whom went on to have distinguished careers in public works engineering. Bradfield had charge of the team responsible for the substructure, foundations, abutments and retaining walls for both bridges. Tenders for the construction of both bridges (separate contracts) were invited in March, 1899.

For both the Glebe Island Bridge and Pyrmont Bridge, Allan designed an electrically operated swing bridge, the earliest use of electrical power for this purpose in Australia. The bridges were considered very innovative at the time of their construction and attracted international attention. For the Glebe Island Bridge, the large pivot pier was founded on a nest of timber piles capped by concrete, whereas the Pyrmont pivot pier was founded on rock.

Construction commenced on the Glebe Island Bridge and Pyrmont Bridge at the same time, but Glebe Island involved more extensive (and time-consuming) land resumptions, extensive waterfront reclamation and the construction of an elevated causeway across Glebe Island. Over 100,000 tons of mud was dredged to establish the causeway, and the fill was obtained by cutting down what was left of the hillock of Glebe Island, producing 5.3 hectares (thirteen acres) of flat land for railway yards and 853 metres (2,800 feet) of deepwater frontage for wharfage. In August 1899, a large load of ballast being placed for the causeway to the new

bridge slipped sideways and crushed the piles of the old bridge, rendering it unfit for anything but pedestrian traffic for the following two weeks.

Construction of the trussed swing spans at each site was by simple cantilevering out from the steel pivot ring. Where timber trusses were used for the approaches of the Pyrmont Bridge, the Glebe Island Bridge used two steel deck trusses, then stone-faced embankments to reach each shore. The use of steel trusses for the approach spans had been part of Allan's original design for the Pyrmont Bridge but the Parliamentary Standing Committee on Public Works directed that this material be replaced with timber, presumably as a cost-cutting measure. When Glebe Island Bridge was built, Allan's original specification was reinstated (perhaps owing to the use of built-up embankments and shorter approach spans, providing a more economical outcome). The contractor for construction was H McKenzie and Sons and the bridge was opened on 1 July 1903 by Miss Lily See, daughter of Premier, Sir John See.

The Glebe Island Bridge operated from 1903 to 1995 with little interruption and few major works, apart from maintenance, being undertaken. In 1933, the bridge underwent an underwater upgrade, with underpinning to replace decayed piles around the central pier. In 1961, the DC electricity supply from the Tramways system was shut down, as was the tramway system in Sydney. A new AC supply was obtained from the local reticulated network and a set of rectifiers was installed in a small kiosk erected on the northeast side of the bridge. In the 1980s, the Control Cabin was burnt out and was subsequently rebuilt to the original design. In 1995 the bridge was decommissioned being made redundant with the opening of the Anzac Bridge.

Significance Assessment

The Glebe Island Bridge is a State listed heritage item (SHR #01914). The heritage listing on the State Heritage Inventory provides a comprehensive assessment of significance against the NSW criteria and, as such, further assessment of significance is not required. The statement of significance is as follows:

> *The Glebe Island Bridge, across Johnstons Bay, is of state significance as it demonstrates one of the earliest examples of an electric powered swing bridge in Australia. Technically, it is a complementary structure to the already acclaimed Pyrmont Swing Bridge, and has all the same significant features, including the electrically-driven swing span. Both bridges were designed by Percy Allan, a highly regarded Australian bridge designer of the late 19th and early 20th century. Both represent the only examples of such types of bridges in New South Wales and are still operable.*

Assessment of Impacts

The proposed works involve equipment storage and laydown, delimitation of an exclusion zone at the eastern boundary over Johnstons Bay and installation of five survey prisms (15cmx15cm). The prisms will be nailed into the asphalt. There will be no significant ground disturbing works, including surface grading or installation of new surfacing. Jersey Kerbs will be installed (Figure 3 and Figure 4).

Figure 3 Proposed configuration of the ancillary facility on the western side of Glebe Island Bridge.

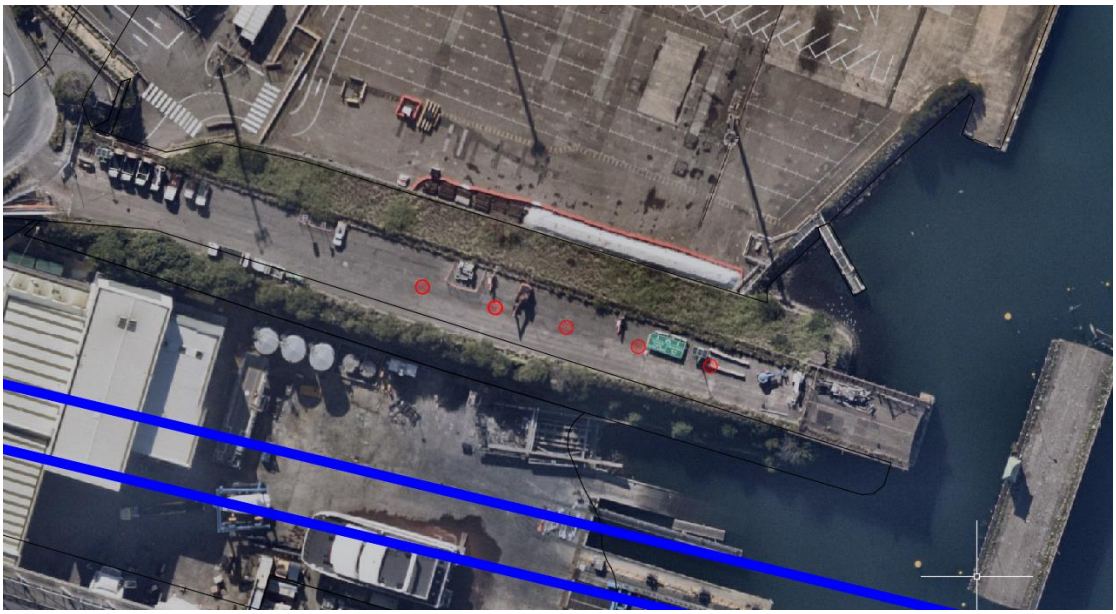


Figure 4 Proposed locations of metal prisms.

Changes to the physical fabric, spaces, setting and the associated views should be considered when assessing potential impacts to the significance of a heritage item. The proposed works do not involve any structural changes to the Glebe Island Bridge. The physical fabric of the bridge would not be impacted, the installation of survey prisms, whilst being nailed into the asphalt surface would be considered a negligible impact to the overall significance of the bridge. No removal of any fabric is proposed. Functionally, the bridge has not been in operation since 1995 and the change in use an ancillary facility would be temporary and only for the life of the project. The setting and associated views of the bridge would not be significantly impacted, access to the bridge and its surrounds is restricted, and impacts to views from across Johnsons Bay would be negligible.

Bibliography

Glebe Island Bridge Conservation Management Plan (1999) Heritage Group, Department of Public Works.

Glebe Island Bridge State Heritage Inventory listing. Available at: https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5051118.

Appendix C – AHIMS Search

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : ETP

Client Service ID : 936465

[redacted]

Date: 03 October 2024

243, Pyrmont Street
Pyrmont New South Wales 2009

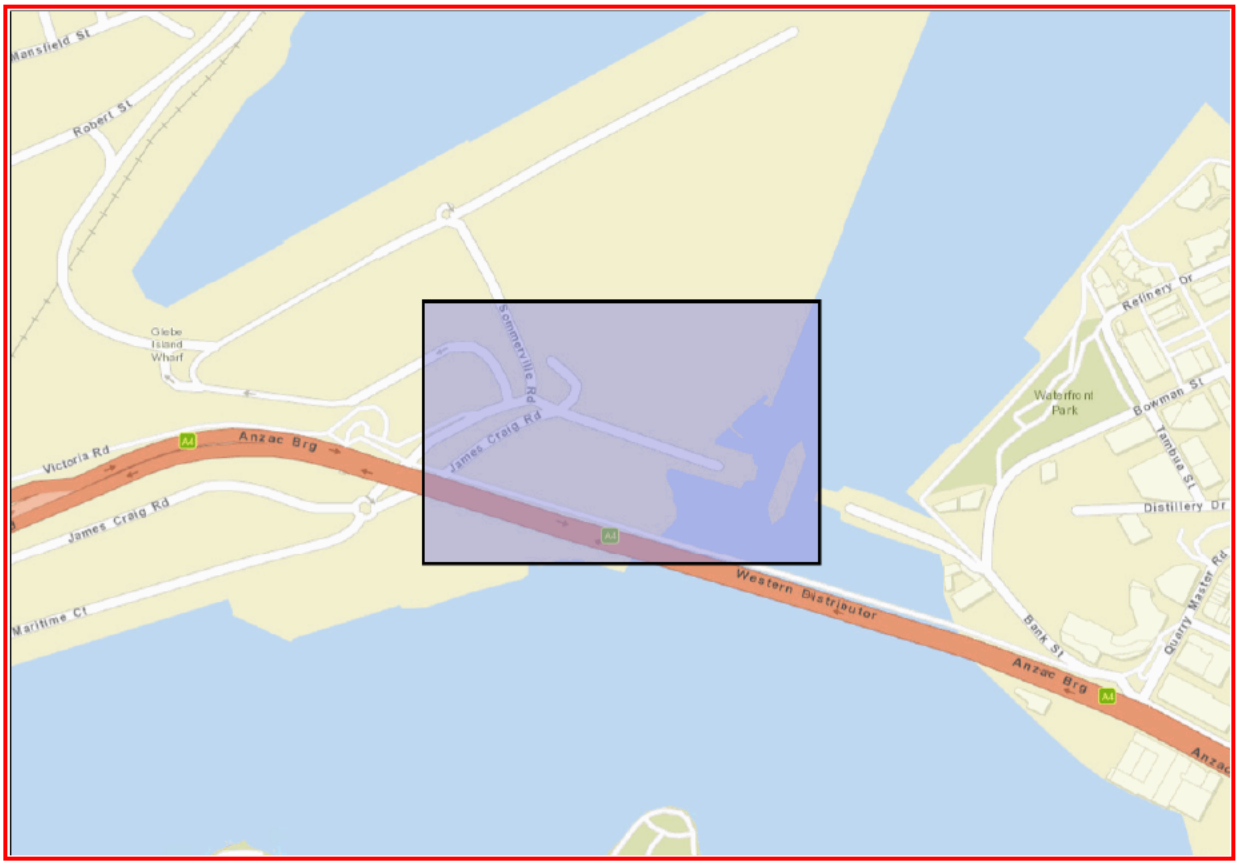
Attention: [redacted]

Email: [redacted]

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -33.8689, 151.1822 - Lat, Long To : -33.8667, 151.1861, conducted by Julia Saldanha on 03 October 2024.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

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

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

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

Important information about your AHIMS search

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