



# Ancillary Facility Assessment Form



Assessment name:	S2B Package 4 MCL Additional Area at Lakemba for Establishment of Site Compound
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Prepared for:	DPIE
Assessment number:	AF-HSE-001
Status:	Final
Version:	Rev 6
Planning approval:	SSI 8256
Date required:	

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## 1. Existing Approved Project

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

SSI 8256 Sydney Metro City & Southwest – Sydenham to Bankstown (S2B)  
Mod 1 Revised station design for Bankstown Station

Date of determination:

Infrastructure Approval date 12 December 2018  
Modification 1 Approval date 22 October 2020

Type of planning approval:

Critical State Significant Infrastructure

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Description of existing approved project:

The Marrickville, Canterbury and Lakemba Station Upgrades (MCL) is one of the stages of the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project) as described in the project's delivery strategy. The MCL upgrades to Sydney Metro standards correspond to work package No. 4 which are being undertaken by Haslin / Stephen Edwards Joint Venture(HSE JV).

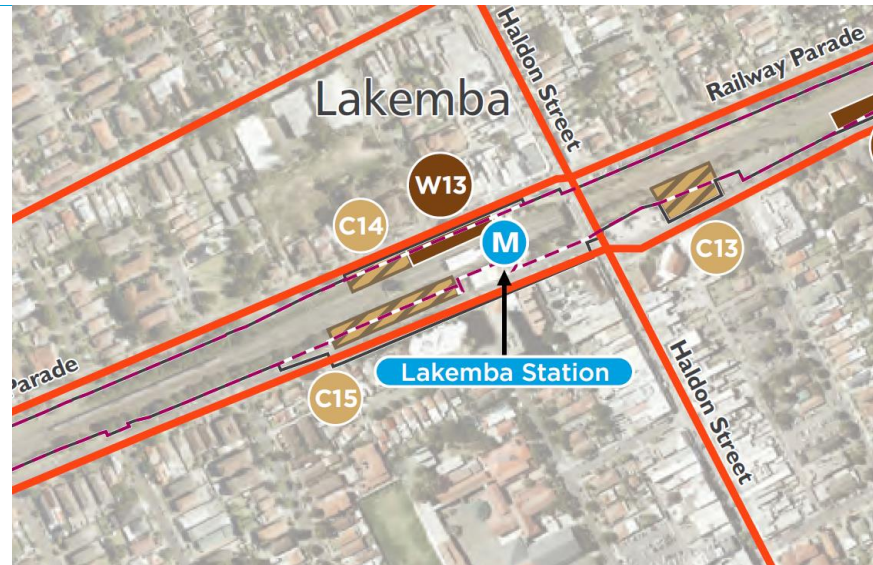
### **Station Upgrades**

Below is a description of the Construction scope for the Lakemba Station:

- Refurbish and repurpose rooms of existing platform buildings;
- Refurbish concourse area;
- Construction of the Sydney Metro Services Building adjacent to Railway Parade;
- Regrade platform as per SM's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2;
- New cabling and containment for LV services and lighting;
- Installation of new glass screens to existing concourse and footbridge;
- Provide new landscaped plaza at Railway Parade including additional bicycle hoops and feature paving;
- Installation of new vertical protection screens to both sides of the existing Haldon Street Bridge;
- Minor refresh of existing entry concourse stairs;
- Installation of new CSR cable route; and
- Installation of security fencing. As depicted in the S2B EIS, Compound C14 from the EIS there is a current proposal to use The Boulevard

The Sydenham to Bankstown Planning Approval currently assesses and permits the establishment of two site compound at Lakemba to support the Construction of the Project. One location on The Boulevard identified as C15 in the EIS which occupies a portion of the existing carparking area and secondly a portion of the carparking area on Railway Parade identified as C14 (refer to Figure below). It is noted that Compound C14 is identified in the EIS utilises a portion of the proposed Railway Parade car parking area only and this proposal addresses the request for additional area on Railway Parade to be used for a compound facility associated with the construction of Lakemba Station Upgrade under the Sydenham to Bankstown upgrade project.

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### Conditions of Approval

Condition of Approval (CoA) A16 states - Ancillary facilities that are not identified by description and location in the documents listed CoA A1 can only be established and used in each case if:

- (a) they are located within the Construction boundary of the CSSI; and
- (b) they are not located next to a sensitive receiver (including access roads) (unless landowners and occupiers have accepted in writing the carrying out of the relevant facility in the proposed location); and
- (c) they have no impacts on heritage items (including areas of archaeological sensitivity), and threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and
- (d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts

The proposed extension of the compound on Railway Parade falls partially outside the construction boundary therefore, is not compliant with CoA 16(a) and requires approval under CoA17. Refer to Appendix A for approved boundaries under the EIS and details of the proposed additional areas subject to this application.

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CoA A17 states- *Ancillary facilities that are not identified by description and location in the documents listed in CoA A1 and do not meet the requirements of CoA A16, can only be established and used with the approval of the Planning Secretary except where they are located within the rail corridor, in which case they may be endorsed by the ER. A review of environmental impacts must be submitted with the request for Planning Secretary's approval or ER's endorsement.*

As the proposed compound location on Railway Parade is located outside of the rail corridor, this assessment has been prepared for submission to the Planning Secretary in accordance with CoA A17.

### **Program**

Table 4 of the Sydenham to Bankstown Upgrade – Staging Report, Rev04 Oct 2020 provided indicative construction timeframe (subject to change) for MCL station upgrades with Construction Commencement Date starting in Q1 2021 and Construction Completion Date in Q2 2022.

Construction completion is currently estimated as 20 April 2022, as per updated project program.

It is proposed to establish the Compound in the first week of May 2021 (i.e. the week of 3<sup>rd</sup> May) and the compound location would be used for the duration of the construction period associated with the project.

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

- Sydenham to Bankstown Environmental Impact Statement and accompanying technical papers (September 2017)
- Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) (June 2018)
- Sydenham to Bankstown — Instrument of Approval (dated 12 December 2018)

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS and SPIR and the Infrastructure Approval.

## 2. Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

This Ancillary Facility Assessment relates to the proposed extension of the approved C14 compound for the Lakemba construction compound in a portion of a parking area located adjacent to the Lakemba Station on Railway Parade as described in **Section 4** and depicted in **Appendix A**. This assessment identifies the use of additional area surrounding the approved compound C14 under the EIS including the temporary removal of additional carparking spaces along Railway Parade. The proposed area within the carpark is located adjacent to the station and it is on land partially owned by Sydney Trains (railway corridor) and partially by the Canterbury-Bankstown City Council (road verge and parking areas).

The proposed Railway Parade construction compound will remain for the duration of the works as depicted in **Appendix A**. It will consist of:

- Office area/shed
- Ablution area/shed
- Canteen / lunch area/shed
- Storage of dangerous goods / hazardous materials container
- Storage of other building materials.

The compound will occupy a total area of approximately 1,100m<sup>2</sup>, including the area of 750m<sup>2</sup> (approx.) as identified in this assessment. This area will comprise a total of 46 parking spaces on Railway Parade, with the compound sheds occupying an area of approximately 500m<sup>2</sup>. The figure below summarises the approved areas against the proposed areas. The EIS indicated that the removal of 58 carparking spaces across The Boulevard and Railway Parade for compounds would occur with the Project.



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It will take approximately 2 weeks for the compound to be established. Construction works are to commence immediately after approval with the anticipated commencement date of the week of 3<sup>rd</sup> May 2021. The compound is to be used primarily during standard construction hours with additional use during out of hours works. The use of the compound is consistent with the current approval of the C14 and C15 compounds in the EIS. The use of the proposed compound would eliminate the need to utilise the C15 compound on The Boulevard as a permanent compound facility for the project and therefore would not result in the temporary loss of parking spaces in The Boulevard compound location throughout the construction period. The net overall result of the proposal would reduce the total number of parking spaces required for the construction activity by 10 carparking spaces and retain 2 additional spaces on Railway Parade for the local community. It is noted that during possessions some additional parking spaces on The Boulevard may



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be utilised for temporary laydown areas, however during these periods trains are not in operation and the use of commuter car parking is likely to be reduced. Impacts to parking on The Boulevard will only occur during possession period and no loss of parking will occur in standard working periods.

No change to project staffing levels are expected during construction.

Hazardous materials will be stored in the construction compound area within an adequate container such as fuel (80L maximum at any given time), epoxy, and curing compound.

Upon completion of construction the compound area would be reinstated to public carparking spaces (i.e. reinstatement of existing verge and commuter parking area).

### 3. Timeframe

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

Use of the proposed area within the existing carpark on Railway Parade will commence immediately after approval is granted and is anticipated to be the week of 17<sup>th</sup> May 2021. The compound would be occupied throughout the construction period which is anticipated to be April 2022.

### 4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

The proposed area will be located in the existing car park on Railway Parade adjacent to the Lakemba station work area. The parking area is located on Sydney Trains and Council's land. Please see **Appendix A** for more details on the location of the Compound area. The proposed works are located within the road corridor and are identified as portion of Lot 1 DP937756, portion of Lot 70 DP1185179, portion of DPSS133991. Council has identified support for the proposal (refer to Appendix B). All relevant approvals and requirements of Council are to be obtained / addressed prior to establishment of the compound. The proposal was detailed to Sydney Trains as part of the SPORAIG meeting on 13/04/2021 (refer to Appendix B presentation slide)

The figure below identifies the Lot boundaries relevant to this application.

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

Section 11 of the S2B EIS Tech Paper 7 Landscape and Visual Impact provides the following description of the Lakemba Station, which is also applicable to the proposed site:

<sup>1</sup>The Lakemba commercial area faces the station on Railway Parade and The Boulevard and consists mainly of one to two storey terrace buildings with ground level shopfronts.

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A prominent five storey building (Telstra) in Croydon Street is incongruous with the surrounding streetscape. The Uniting Church, at the corner of Haldon Street and The Boulevarde, is a local visual landmark. Areas surrounding Haldon Street commercial precinct include a mix of two and three storey and single detached houses, commonly with tree lined streets, including Federation weatherboard and Inter-war house styles.

Alongside the northern rail corridor boundary in Railway Parade, the rail corridor rises to become an embankment to the west. Mature street trees provide an avenue setting to Railway Parade and screen views to the rail corridor from the road, Jubilee Reserve and adjacent residences. This precinct is viewed by adjacent residences, people commuting in the rail corridor and pedestrians using the adjacent pathway.'

#### **Landuse zoning**

Lakemba's retail centre is located on Haldon Street and extends to the north and south of the station. This precinct is zoned B2 – Local Centre, providing retail and service-based shops. Objectives of this zone include: 'To provide a range of retail, business, entertainment and community uses' and 'to facilitate and support investment, economic growth and development for active, diverse and well-designed centres' (Part 2, Land Use Table: Zone B2). Elsewhere, the land surrounding the station and commercial precinct is zoned High and Medium Density Residential (R3 and R4), interspersed with small pockets of RE1 – Public Recreation.

#### **Waterways and Vegetation**

No natural waterways occur in the vicinity of the proposal location with the surface runoff managed through the existing road stormwater system which drains to the Cooks River. One stormwater pit exists on the eastern side of the roadway and is approximately 20m downslope from the southern end of the proposal. The stormwater drain would not be impacted by the proposal.

Vegetation within the proposed Railway Parade compound location is limited to six planted street trees which are approved for removal under the existing SSI approval as they directly conflict with the Metro Service Building, proposed stormwater drainage and sewer lines. There are to be no additional tree impacts resultant from the proposed extension to the compound facility as the trees within the proposed compound are already identified for removal. An arborist has been engaged for the project to review tree impacts and provide guidance for removal and trimming in accordance with CoA E5.

#### **Access**

Access to the compound would be via the existing approved gate for Compound C14 and via the new driveway / gate proposed as part of the Metro Services Building which is approved under the current scope of works. No additional access gates are proposed as part of the compound extension.

## 6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

The proposal benefits are summarised below.

- The benefit of the proposed compound location on Railway Parade is to reduce impacts to vegetation, community interface locations and minimise the loss of parking spaces around the station.
- Vehicular traffic safety will be improved as Railway Parade is wider than the Boulevard and has lower traffic levels.
- Use of the parking area would not result in any new environmental impacts and would offer a positive of retaining a larger number of overall parking spaces (10 plus 2 disabled) due to retention of The Boulevard carpark area as well as retention of two disability parking spaces on Railway Parade which have been identified as temporarily removed under the current approval.
- Reduced impacts to tree removal and trimming of vegetation along The Boulevard car parking location as they will no longer be required due to the compound relocation.
- Potential impacts to the surrounding community will be localised in one area.
- Pedestrian safety will be improved due to the concentration of works areas on Railway Parade, and reduced activity and impacts to the carparking area on The Boulevard. This is reinforced by there being significantly less pedestrian traffic on Railway Parade than at the Boulevard, and the ability to maintain formal crossings and pedestrian access.
- The proposed compound extension is located immediately adjacent to the proposed Metro Services Building (MSB) area, minimising traversing of the station concourse by HSE workers, thereby reducing commuter interaction with workers, equipment and machinery.

The alternative to the proposal (i.e. the current approval) would be to utilise the approved compound locations on Railway Parade and The Boulevard for the construction duration which would result in the loss of an additional 12 parking spaces over the proposed alternative subject of this assessment. This removal as part of the current approved project would include the two disabled parking on Railway Parade and commuter carparking on both sides of the railway. The existing approval for the project compounds would result in the loss of a total of 58 car parking spaces impacting both sides of the station compared to a total of 46 car spaces along Railway Parade for the proposed compound extension as detailed in this assessment. Existing parking on the western side of Railway parade adjacent to the footpath would be retained.

During the construction period the proposal will retain the two disabled spaces on Railway Parade. There will be a 2 week period where the drainage channel construction will be undertaken through the location of the disabled parking spaces. During these works, alternative spaces are to be provided for disabled parking to maintain availability on the Railway Parade location. These will be communicated with Council prior to the drainage construction and will be included in community notifications.

## 7. Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

- The benefit of the additional land is to facilitate the works required by HSEJV, the additional land will allow the contractor to work effectively and within the project timeline and reduce impacts to vegetation, community interface locations and reduce the loss of parking spaces around the station through the retention of The Boulevard car parking spaces and disability spaces on Railway Parade. In addition, the proposal would concentrate construction activity on Railway Parade.
- Vehicular traffic safety will be improved as Railway Parade is wider than the Boulevard and has lower traffic levels (EIS Traffic Assessment).
- Use of the additional area associated with the Railway Parade compound would not result in any new environmental impacts.
- Reduced impacts and trimming to vegetation on The Boulevard car parking location as they will no longer be required due to the compound relocation. Trees were required for trimming to allow placement of compound facilities and for site safety requirements. Approximately 10 trees were to be impacted by the approved compound location on The Boulevard.
- The location would be reinstated to car parking areas and road verge on completion of the construction activities. This would include restoration of vegetated areas and any drainage areas through the proposed compound location.

## 8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

Works will be completed under the project Construction Environmental Management Plan (CEMP) and sub-plans (including the SWMP and the approved tree report). These plans are dynamic plans and will be updated to reflect the approved project including compound approvals with progression of works. The Project will also utilise the Community Communication Strategy and Community Management Plan to manage community and stakeholder interaction and information exchange. The relevant notifications and communication will be undertaken in accordance with these plans prior to commencement of compound establishment.

Consultation

EIS:

The area on Railway Pde was identified as early as the EIS in 2017 as locations marked C15 and W14. To this, a range of consultation was undertaken as part of the exhibition of the EIS, including community information sessions and events, stakeholder briefings, door knocks and direct engagement with residents by the then Place Managers.

Submissions and Preferred infrastructure Report (SPIR):

Upon receiving feedback on the EIS, a Preferred Infrastructure Report was released in 2018 pursuant to the preferred project. The preferred project highlights the locations identified in the EIS as a construction compound and worksite (now renamed to C14 and W13), in their original locations (Figure 2.1, Preferred project area – construction activities – map 4)

Further consultation was undertaken as part of the exhibition of the preferred project, including the release of the preferred infrastructure report overview document, information sessions and newsletter letterbox drops.

In relation to the proposed extension of the compound, the Project April 2021 and May 2021 community notifications covered the change of use of this area (see attached). No return queries or complaints have been received from these notifications. It is proposed that further notification as well as specific briefings and door knocking area planned for prior to establishment of the compound within the surrounding area. This consultation and communication will include adjacent residents.



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## 9. 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?

N/A - Works are minor in nature and the area would only be used only during the construction phase of works.

## 10. Impact Assessment – Construction

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

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Flora and fauna	Minor positive change through retention of trees along The Boulevard car parking location as they will no longer be required due to the compound relocation to Railway Parade.	No additional mitigations required as there is no additional impact to flora and fauna. The retention of trees at The Boulevard carpark would be a minor positive impact to the proposal	Y
Water	No change from approved project as detailed in the EIS and SPIR.	No additional measures required. Compound location will be added to the ESCP and ECM.	Y
Air quality	No change from approved project as detailed in the EIS and SPIR.	No additional measures required.	Y

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Noise vibration	<p>Minimal impacts. Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p> <p>The controls within the Construction Noise and Vibration Management Plan (CNVMP) address compound establishment and use and are considered relevant to the proposal.</p> <p>The proposed compound extension would be used intermittently during construction and although the location has a minor reduction in separation from receivers (i.e. approx. 5m) the use of the location will not involve construction works but rather facilitate works on the station. It is also considered likely that the extension of the compound in this location has the potential to reduce noise impacts to the receivers as it provides a barrier to line of sight to the active work areas along the road verge and corridor.</p>	Implementation of control measures as per the CEMP, CNVMP. Any works outside of normal hours will be subject to an out of hours work approval.	Y
Indigenous heritage	<p>The temporary use of the parking area to be used for the compound does not go below the existing ground surface and therefore no potential to impact Aboriginal Heritage.</p> <p>The site will operate under an unexpected finds protocol should indigenous heritage be encountered.</p>	No additional mitigation measures would be required.	Y

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Non-indigenous heritage	A number of buildings within the Lakemba Station precinct surrounding these works are heritage listed, however the establishment of the compound will not have an impact to any known heritage items or places. The proposal is considered to be consistent with the assessment within the EIS which considered the visual impact of the compound locations noting they are temporary in nature and are unlikely to impact the heritage significance of the station or precinct. The extension works do not affect work distances to heritage items.	No additional mitigation measures would be required.	Y
Community and stakeholder	There would be minimal impacts on the community. Support to utilise the land has been received with the landholder (Canterbury Bankstown City Council). See Appendix B.  The loss of carparking spaces are being minimised through the proposal with the retention of those identified in the C15 compound location. In addition, it is proposed to retain the existing disabled parking spaces on Railway Parade which had been identified as temporarily removed under the existing C14 compound approval.	Ongoing consultation and notification as per the Community Communications Strategy (CCS)	Y

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Traffic	<p>Traffic management will be in place when establishing the compound in the existing parking area. Construction access route will be consistent with the existing CTMP as this includes the approved C14 compound on Railway Parade.</p> <p>Pedestrians will be provided with alternate access arrangements that utilise the formal pedestrian access areas and roadway crossings located on Railway Parade. It is noted that no formal pedestrian access (i.e., no footpath) exists on the eastern side of Railway Parade where the proposed compound is to be located. Pedestrians / commuters would be less impacted from HSE staff movements with concentration of works activity on Railway Parade and minimal presence on The Boulevard.</p> <p>Approximately 46 parking spaces will be occupied for the duration of the works. These are located on Railway Parade Lakemba Station located adjacent to the rail corridor.</p> <p>The loss of carparking spaces are being minimised through the proposal with the retention of those identified in the C15 compound location resulting in a overall return of 10 parking spaces plus two disability spaces being retained.</p>	<p>Implementation of control measures as per the CEMP, CTMP. The CTMP will be updated to include the compound once approved. It is noted that the existing measures included in the CTMP address the requirements of the approved C14 compound and are considered applicable to the proposal.</p> <p>There is sufficient alternative parking along Railway Parade and also at nearby streets such as Croydon St, Bellevue St, Ernest St, Alice St.</p>	Y

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Waste	No change from approved project.	No additional measures required. All waste generated will be classified and disposed of in accordance with NSW EPA Waste Classification Guidelines. Implementation of control measures as per the CEMP, CSWMP and ECM.	Y
Social	As above for Community and Stakeholder.	No additional measures required.	Y
Economic	No change from approved project.	No additional measures required.	Y
Visual	Visual impacts are to be managed in accordance with the Visual Amenity Management Plan. Some additional properties on Railway Parade will be exposed to a change in visual aspect being the presence of the compound, however these receivers have been considered as part of the EIS visual assessment that identifies the location as temporarily affected through the presence of construction activity. Therefore, it is considered that the visual impacts of the compound is consistent with the construction activity and with the EIS assessment	Implementation of control measures as per the CEMP, VAMP and ECM. The VAMP and ECM are to be updated with the compound location once approved.	Y
Urban design	No change from the EIS.	No additional measures required.	Y

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Geotechnical	No change from the EIS.	No additional measures required.	Y
Land use	The temporary occupation of the parking area is consistent with information provided within the EIS.	No additional measures required.	Y
Climate Change	No change from the EIS.	No additional measures required.	Y
Risk	No change from the EIS.	No additional measures required.	Y
Other	No change from the EIS.	No additional measures required.	Y
Management and mitigation measures	No change from the EIS.	No additional measures required.	Y



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## 11. Impact Assessment – Operation

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

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Flora and fauna	No change from the EIS	NA.	Y
Water	No change from the EIS	NA	Y
Air quality	No change from the EIS	NA	Y
Noise vibration	No change from the EIS	NA	Y
Indigenous heritage	No change from the EIS	NA	Y
Non-indigenous heritage	No change from the EIS	NA	Y
Community and stakeholder	No change from the EIS	NA	Y
Traffic	No change from the EIS	NA	Y
Waste	No change from the EIS	NA	Y
Social	No change from the EIS	NA	Y
Economic	No change from the EIS	NA	Y

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Visual	No change from the EIS	NA	Y
Urban design	No change from the EIS	NA	Y
Geotechnical	No change from the EIS	NA	Y
Land use	No change from the EIS	NA	Y
Climate Change	No change from the EIS	NA	Y
Risk	No change from the EIS	NA	Y
Other	No change from the EIS	NA	Y
Management and mitigation measures	No change from the EIS	NA	Y

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## 12. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?	No. The proposed works would not transform the project, they will facilitate it. The project would continue to provide a new metro rail line between Sydenham and Bankstown.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No new environmental impacts are introduced as part of the proposed extension of the compound facility. All impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS and construction environmental management plan for the project.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

## 13. Other Environmental Approvals

### Identify all other approvals required for the project:

Consultation with Canterbury Bankstown City Council and Sydney Trains has been undertaken, and additional approvals (i.e. New Work Permit Application and CTMP update) and lease areas required will be obtained prior to establishment and use of the selected location. Council has noted support for the relocation of the project compound to Railway Parade. Sydney Trains was presented the proposal as part of the SPORAIG meeting (13/04/2021) and no objections or issues were received. Upon approval of this ancillary facility assessment, HSEJV will update the CTMP for issue to Council as requested.

*CoA A17 - Approval required by the Planning Secretary:*

*Ancillary facilities that are not identified by description and location in the documents listed in CoA A1 and do not meet the requirements of CoA A16, can only be established and used with the approval of the Planning Secretary except where they are located within the rail corridor, in which case they may be endorsed by the ER. A review of environmental impacts must be submitted with the request for Planning Secretary's approval or ER's endorsement.*

As the proposed compound location on Railway Parade is located outside of the rail corridor, this assessment has been prepared for submission to the Planning Secretary in accordance with CoA A17

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## Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Ancillary Facility Assessment Checklist:

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

Name:	Brad Cole	Signature:	
Title:	Environmental Manager		
Company:	HSE	Date:	26 April 2021

## Environmental Representative Review

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:		Signature:	
Title:		Date:	

## Appendix A Site Location









## Appendix B Landowner Support

Fil Cerone  
Director of Sustainability, Environment and Planning  
Sydney Metro  
Level 43, 680 George Street  
Sydney, NSW, 2000

21/05/2021

Dear Mr Cerone

**Sydney Metro City & Southwest: Sydenham to Bankstown (CSSI 8256)  
Lakemba Station Ancillary Facility**

I refer to your submission dated 28 April 2021 of the Lakemba Station Ancillary Facility Assessment and your request for the Planning Secretary's approval of the use of this ancillary facility in accordance with Condition A17 of CSSI 8256. I also acknowledge your response to the Department's review comments and requests for additional information.

I note that the Lakemba Station Ancillary Facility Assessment includes an assessment form that has been completed to address the requirements of Condition A17. The Department considers that the requirements of Condition A17 have been met, except for the requirement linked to Condition A16(b) where landowner consent is required. I note that landowner consent from both Sydney Trains and City of Canterbury Bankstown Council has not yet been granted.

Therefore, as nominee of the Planning Secretary I approve the use of the Lakemba Station ancillary facility subject to receipt of landowner consent from Sydney Trains and City of Canterbury Bankstown Council. No works may commence at the ancillary facility until landowner consent is received in writing from Sydney Trains and City of Canterbury Bankstown Council and a copy of these consents provided to the Department.

Please ensure that the Lakemba Station Ancillary Facility Assessment is made publicly available on the project website.

If you wish to discuss the matter further, please contact Rebecca Eddington on (02) 8289 6702 or [Rebecca.Eddington@planning.nsw.gov.au](mailto:Rebecca.Eddington@planning.nsw.gov.au).

Yours sincerely



**Jake Shackleton**

A/Director - Infrastructure Management

As nominee of the Planning Secretary