



# Ancillary Facility Assessment Form



<b>Assessment name:</b>	S2B Package 4 MCL Additional Area at Lakemba for Establishment of Site Compound
<b>Prepared by:</b>	Jo-Ann Poole – HSEJV
<b>Prepared for:</b>	Sydney Metro
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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:

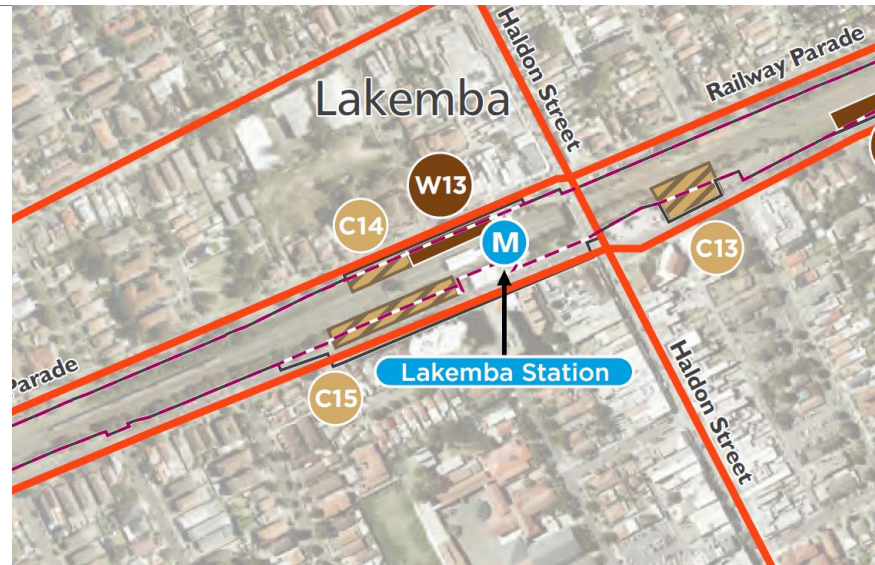
The Marrickville, Canterbury and Lakemba Station Upgrades (MCL) is one of the stages of the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project) as described in the project's delivery strategy. The MCL upgrades to Sydney Metro standards correspond to work package No. 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 Boulevarde

The Sydenham to Bankstown Planning Approval currently assesses and permits the establishment of two site compounds at Lakemba to support the Construction of the Project. One location on The Boulevarde 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.



### 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.

This assessment contains minor amendments and will be reviewed and approved by the ER under CoA A26 (i), in which the ER must consider any minor amendments to be made to the documents listed in Conditions C1, C3 and C8 of the Planning Approval and any document that requires the approval of the Planning Secretary that comprise updating or are of an administrative or minor nature and are consistent with the terms of the Planning Approval and the documents listed in Conditions C1, C3 and C8 or other documents approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment.

### **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 Q1 2023.

Construction completion is currently estimated in Q1 2023, as per updated project program.

The previously approved Railway Parade Compound area has been established in the first week of May 2021 (i.e. the week of 3<sup>rd</sup> May) and will be in place for the duration of the construction period associated with the project.

The Boulevard compound will be established in the 3 days before, and will be vacated 3 days after, each scheduled rail possession weekend and shutdown for the duration of the construction period associated with the project.

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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.

The C14 compound for the Lakemba construction compound in a portion of a parking area located adjacent to the Lakemba Station on Railway Parade is approved. An assessment identified the use of the additional area surrounding the approved compound C14 under the EIS including the temporary removal of additional carparking spaces along Railway Parade. The 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).

Railway Parade construction compound will remain for the duration of the works. It consists of:

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

The compound occupies a total area of approximately 1,100m<sup>2</sup>, including the area of 750m<sup>2</sup> (approx.). The area comprises a total of 46 parking spaces on Railway Parade, with the compound sheds occupying an area of approximately 500m<sup>2</sup>. The EIS indicated that the removal of 58 carparking spaces across The Boulevard and Railway Parade for compounds would take place during the Project.



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Construction works commenced on the 21<sup>st</sup> of May 2021 . The compound is 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 be utilised for temporary laydown areas, however during

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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 public parking area).

**Update:**

This updated approved Ancillary Facility assessment is to reinstate the previously superseded approval of compound C15 at The Boulevard. The area would be required 3 days prior to commencement (to place the machinery and material) of these possessions and shutdown, and 3 days after the completion of the possessions and shutdown (to remove the machinery and material). The proposed area is on land owned by the Canterbury-Bankstown City Council, who have approved the use of the public car parking spaces located at Compound C15 (See Appendix B),

No hazardous materials will be stored in compound C15. The compound will only be used for material and plant storage. .

The compound would be reinstated to public carparking spaces outside of these dates. See Appendix A for the location.

### 3. Timeframe

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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 3<sup>rd</sup> February 2022. The compound would be occupied throughout the construction period which is anticipated to be until early 2023. .

### Update

The car parking spaces would be used for the duration of the construction period during all shutdown and rail possessions and shutdowns associated with the project, which is expected to be completed in early 2023. Where possible, the car park spaces would remain open depending on Construction scope.

Expected dates of remaining planned rail possessions and shutdowns are as follows:

- WK31 possession 31 January – 03 February 2022;
- WE32 possession: 5-6 February 2021;
- WE38 possession 19-20 March 2022;
- WE39 possession: 26-27 March 2022;
- WE45 possession: 7-8 May 2022;
- WK46 possession 16-19 May 2022;
- WE1 closedown 2-10 July 2022;
- WE7 possession 13-14 August 2022;
- WE8 possession 20-21 August 2022;
- WE15 possession 08-09 September 2022;
- WE19 possession 05-06 November 2022 and

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- Christmas 2022 closedown: 26 December 2022 – 8 January 2023.

Note that the dates above can be subject to change.

#### 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 Railway Parade parking lots are located on Sydney Trains and Council's land. They are located within the road corridor and are identified as a portion of Lot 1 DP937756. Compound C15 is identified as a portion of Lot 70 DP1185179.

The compound is 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 Construction 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).

##### Update

The use of the approved compound C15 is identified as a portion of Lot 70 DP1185179. The parking area is located on Sydney Trains and Council's land. It is located within the road corridor.

The figure below identifies the Lot boundaries.



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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 and The Boulevarde, the rail corridor rises to become an embankment to the west. Mature street trees provide an avenue setting to Railway Parade and The Boulevard 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.

#### **Update**

Compound C15 is identified as a public carparking. Land uses surrounding the site include a mix of residential and commercial land uses with low and medium density residential areas concentrated around the Lakemba Station as indicated in Chapter 16 of the S2B EIS. Commercial development is generally focused within the local and neighbourhood centre in the vicinity of the station. Lakemba station is also directly adjoined by a number of buildings (located on land owned by the NSW Government) that are used for a variety of retail/commercial purposes. Commercial and residential properties are not directly adjacent to the parking area but are located across the road on The Boulevard (approximately 24m).

Access to compound C15 is via the Eastern entrance to the carpark on the Boulevard, opposite the Lakemba Library. Movements in and out of compound C15 will be managed by traffic control as required, in accordance with the CTMP. Noise and vibration will be managed as per the Noise and Vibration Management Plan.

## 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 compound located 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 Boulevarde and has lower traffic levels.
- Use of the parking area has not resulted in any new environmental impacts and has offered a positive of retaining a larger number of overall parking spaces (10 plus 2 accessible) due to retention of The Boulevarde carpark area as well as retention of two accessible 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 Boulevarde 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 has improved due to the concentration of works areas on Railway Parade, and reduced activity and impacts to the carparking area on The Boulevarde. This is reinforced by there being significantly less pedestrian traffic on Railway Parade than at the Boulevarde, 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 Boulevarde 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 accessible 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 accessible spaces on Railway Parade. There will be a 2 week period where the drainage channel construction will be undertaken through the location of the accessible parking spaces. During these works, alternative spaces are to be provided for accessible 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.



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**Update**

The use of compound 15 three days before and after possessions and shutdowns will be required to safely coordinate deliveries and offloading of materials to the compound. This will involve storing and securing materials in readiness for possessions and shutdowns. This will allow possessions and shutdowns to be used effectively and not involve the delivery of materials therefore jeopardising completing scope of works in those periods.

The option to transport material from the Railway Parade compound to The Boulevard compound during possessions and shutdowns was deemed as not feasible as this would increase construction traffic considerably on Haldon Street. Traffic control would also be required on Haldon Street. This would impact the safety of pedestrians and vehicle commuters using Haldon Street due to the number of construction vehicles transporting materials. There is also a No Right turn allowed onto Haldon Street from Railway Parade as there is a median in the middle of Haldon Street.

The option to store materials in Railway Parade and move them across the rail corridor was assessed and deemed not feasible. In order to ferry materials over the rail track an extensive ballast ramp would need to be installed once possession and power outages were confirmed, and then removed at the end of the possession to ensure the safe running of trains. Due to the time constraints of the possession, this activity would jeopardise the safe and successful execution of the works.

## 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 accessible 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.

### Update

The use of Compound C15, before and after possession and shutdown periods would not result in further environmental impacts than those already assessed for the possession and shutdown periods themselves. Impacts to the public and commuter in the days before and after possessions will be managed through traffic and pedestrian controls established in the approved TCPs in accordance with the CTMP.

## 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 any relevant 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.

### Update

Works will be completed under the project Construction Traffic Management Plan (CTMP), Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), Construction Soil and Water Management Plan (CSWMP), and Community Consultation Strategy (CCS).

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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	<p><b>Update</b> Vegetation would not be required to be removed when using compound C15. No change from approved project as detailed in the EIS and SPIR. 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.</p>	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	<p><b>Update</b> No change from approved project as detailed in the EIS and SPIR.</p>	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><b>Update</b></p> <p>The machinery will be located approximately 24 meters from the nearest receivers. Cumulative noise levels will be higher than average. Noise monitoring will be undertaken during the possession and shutdown periods to ensure compliance with the CNVIS attached to the OOHW application.</p> <p>Works will be consistent with approved activities as detailed in the EIS and SPIR. Minimal impacts. Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p> <p>The proposed compound extension would be used intermittently during construction and, although the location is approximately 5m closer to receivers, the use of the location will not involve construction works but rather facilitate works on the station.</p> <p>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>	<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>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.</p>	

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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
Aboriginal 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
Non-Aboriginal heritage	<p>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.</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
Community and stakeholder	<p><b>Update</b></p> <p>The impact on Community and Stakeholders caused by the temporary occupation of compound C15 before and after possession and shutdown periods is expected to be minor as trains will be not operating during the possession and shutdown periods.</p> <p>A large all day commuter car space with approximately 90 car spaces is available on the city side of The Boulevard. Commuters will be able to use this parking during the 3-day occupation of the Boulevard carpark before and after the possession and shutdown periods.</p> <p>No pedestrian pathways or private property access will be impacted by the proposed commuter car park closure as the material and equipment will be located within the commuter car park.</p> <p>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.</p>	<p><b>Update</b></p> <p>Community notification will be provided via letterbox drop and email prior to the possessions and shutdown.</p> <p>A large all day commuter car space with approximately 90 car spaces is available on the city side of The Boulevard. Commuters will be able to use this parking during the 3-day shutdown before and after the possession and shutdown periods.</p> <p>An A2 laminated sign providing the dates the commuter carpark will be occupied will be placed on fencing closest to the car park.</p> <p>Ongoing consultation and notification as per the Community Communications Strategy (CCS)</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
	<p>The loss of carparking spaces is being minimised through the proposal, with the retention of those identified in the C15 compound location during periods outside of the 3 days before and after each rail possession and shutdown. In addition, it is proposed to retain the existing accessible parking spaces on Railway Parade which had been identified as temporarily removed under the existing C14 compound approval.</p>		

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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><b>Update</b></p> <p>The use of the commuter parking spaces at The Boulevard will not impact local traffic as the equipment and material will be located within the commuter car spaces and not within The Boulevard. Road access will be available.</p> <p>During Mobilisation and Demobilisation activities traffic will be subject to minor impacts. These will be managed in accordance with CTMP.</p> <p>No private property access will be impacted as the material and equipment is located 24 meters from the nearest businesses located along The Boulevard.</p> <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.</p>	<p><b>Update</b></p> <p>A large all day commuter car space with approximately 90 car spaces is available on the city side of The Boulevard. Commuters will be able to use this parking during the 3-day shutdown before and after the possession and shutdown periods.</p> <p>It is noted that the existing measures included in the CTMP address the requirements of the approved C15 compound and are considered applicable to the proposal.</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 and Alice St.</p> <p>Where feasible, HSEJV would investigate alternate car parking.</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
	<p>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 accessible spaces being retained.</p>		

(Uncontrolled when printed)

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

(Uncontrolled when printed)

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
Visual	<p><b>Update</b></p> <p>Visual impacts from the storage of material and equipment in this location will be temporary, and closer to receivers. The equipment required and visual impacts of the equipment addressed in the EIS and SPIR, visual aspects are considered to be consistent with the EIS and SPIR.</p> <p>Visual impacts are to be managed in accordance with the Visual Amenity Management Plan.</p> <p>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</p>	<p>No additional measures required.</p> <p>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.</p>	Y
Urban design	No change from the EIS.	No additional measures required.	Y
Geotechnical	No change from the EIS.	No additional measures required.	Y

(Uncontrolled when printed)

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
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

(Uncontrolled when printed)

## 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

(Uncontrolled when printed)

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



## 12. Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?</p>	<p>No. The proposed works would not transform the project, they will facilitate it. The project would continue to provide a new metro rail line between Sydenham and Bankstown.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p><b>Update:</b> There will be short-term and minor community impacts with the temporary possession of the commuter car spaces on The Boulevard.</p> <p>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.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

## 13. Other Environmental Approvals

Identify all other approvals required for the project:

Out Of Hours Works (OOHW) Approvals from Sydney Metro

*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.*

Road Occupancy Licences from City of Canterbury Bankstown Council will be required to cover the periods of occupation of the carpark.

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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:	Jo-Ann Poole	Signature:	
Title:	Environmental Advisor		
Company:	HSE	Date:	29/04/2022

## 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:	Brett McLennan	Signature:	
Title:	Environmental Representative	Date:	29/04/22

(Uncontrolled when printed)

## Appendix A Site Location



REVISION:  
REV 00 - 28/03/21  
REV 01 - 29/03/21

### Railway Parade - Compound Proposal SWM PACKAGE 4 - LAKEMBA STATION

DRAWN BY:  
JAMES CHIA  
APPROVED BY:

SCALE:  
N.T.S

SHEET NO:  
1 OF 1

Figure 1 - Original Compound Proposal

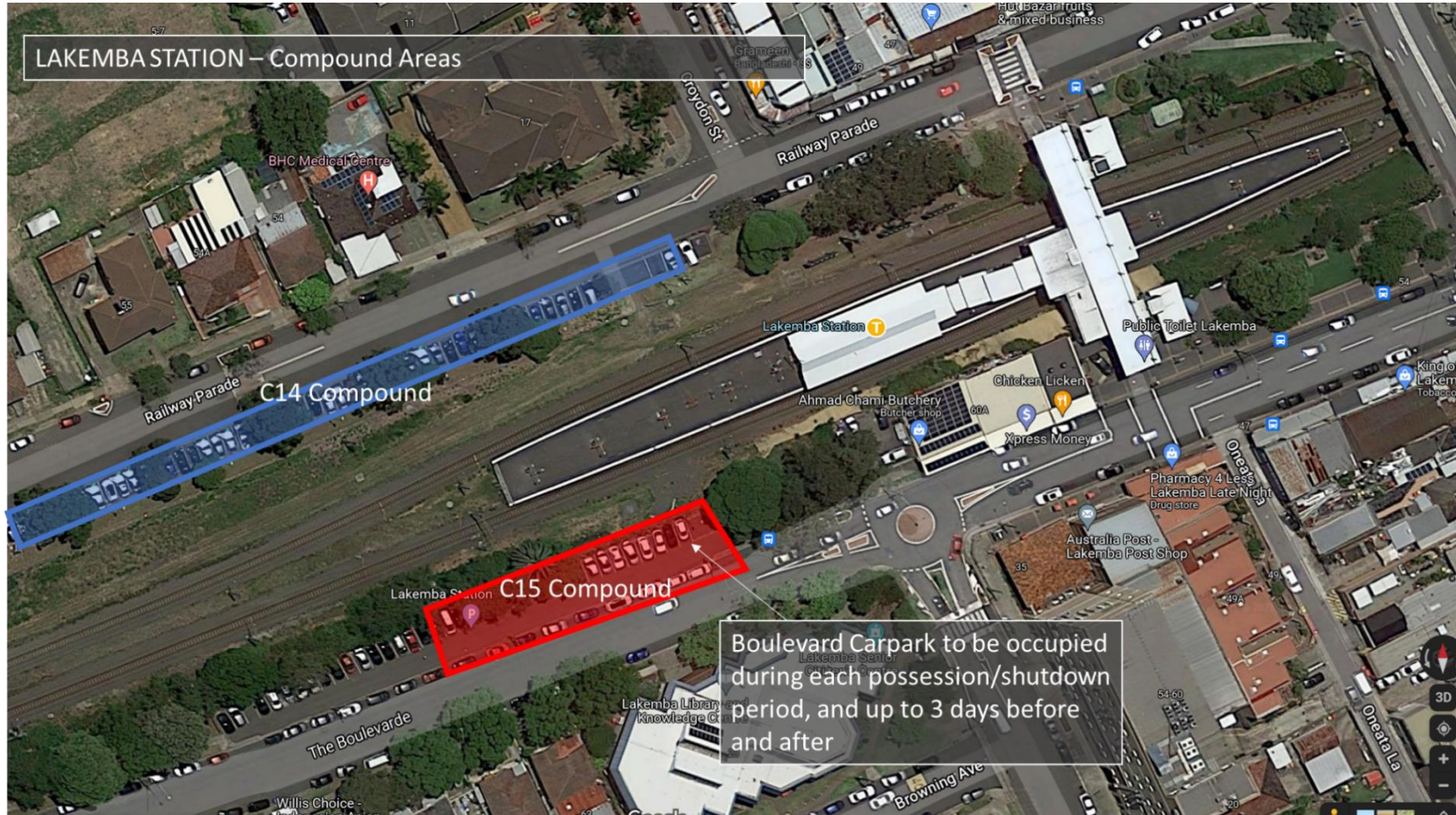


Figure 2 – Updates to Compound Proposal in red

## Appendix B Landowner Support



26-Apr-2022

**HASLIN CONSTRUCTONS**  
Attention: Pat Seyrak  
2,2-4 Merton Street  
SUTHERLAND NSW 2232

Our Ref: **WP-RLF-847/2022**  
Officer: **Julian Tan**

Dear Sir,

<b>Partial Closure of Road Lane / Footpath Permit (METRO)</b>	
Work Permit Number:	WP-RLF-847/2022
Property:	Railway Parade, Lakemba NSW 2195
Specific Location:	Between Croydon Street & Bellevue Avenue (Commuter Carpark), Lakemba NSW 2195
Activity:	Temporary closure of commuter carpark spaces for works related to Sydney Metro
Date & Hours:	Start date and time – 01 May 2022 at 00:00 End date and time – 31 Dec 2022 at 00:00

**This permit covers the use of land that is considered Council Roadway only. For use of land not considered Council Roadway, approval from relevant Authorities is required, which is not covered in this permit.**

Your Work Permits for the above location have been approved. The following conditions have been imposed to ensure compliance with the Roads Act 1993 for the safety of persons using the public footpath and roadway adjacent to the site:

### **CONDITIONS OF APPROVAL**

- 1) Traffic control measures to be implemented as per the following Traffic Control Plans by Civlink Consulting, drawn and reviewed by LP:  

**No. HAS-LAK-40001-P1, dated 07/02/2021, revision P1**  
**No. HAS-LAK-40002-P1, dated 07/02/2021, revision P1**  
**No. HAS-LAK-40010-P1, dated 29/03/2021, revision P2**  
**No. HAS-LAK-40025-P1, dated 21/03/2021, revision P1**
- 2) If required, a Police Permit must be obtained from the Local Police Station. Please present this letter to the Police when applying for a permit.
- 3) Carry out all work in accordance with SafeWork NSW authority's requirements.
- 4) A thoroughfare for emergency vehicles must be provided at all times.
- 5) All affected residents, businesses, emergency authorities and service providers must be notified of the work and road occupancy prior to commencement. Any concerns or

requirements raised by business proprietors, residents or other occupants must be resolved or accommodated.

- 6) A current Public Liability Insurance Policy of at least \$20 million, and indicating Council as the interested party, shall be maintained during the time Council's Road Reserve is occupied.
- 7) All work is to be carried out in accordance with Australian Standards AS1742.3 – Traffic Control Devices for works on roads and in accordance with the latest version of Traffic Control and Worksites Manual (TCAWs).
- 8) The Traffic Control Plan and Traffic Management Details as specified in your application must be implemented.
- 9) A minimum 3 metre traffic lane width must be maintained at all times.
- 10) The alternative pedestrian access route must be safe, clear visible, appropriately delineated/ barricaded and signed at all times.
- 11) All Traffic Controllers must be RMS accredited.
- 12) A copy of this Permit and approved Traffic Control Plan must be kept on the work site for inspection by relevant Council Officers or the Police.
- 13) The applicant shall comply with any reasonable directive from Council's Compliance Officers or the Police.
- 14) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Compliance Officer.

**NOTE**

**(Note: This advice does not form a condition of approval)**

Damage to Telstra's infrastructure may result in interruption to the provision of essential services at significant costs. If you are aware of any work or proposed work which may affect or impact on Telstra's assets in any way, you are required to contact Telstra's Network Integrity Team on Phone Number 1800 810 443.

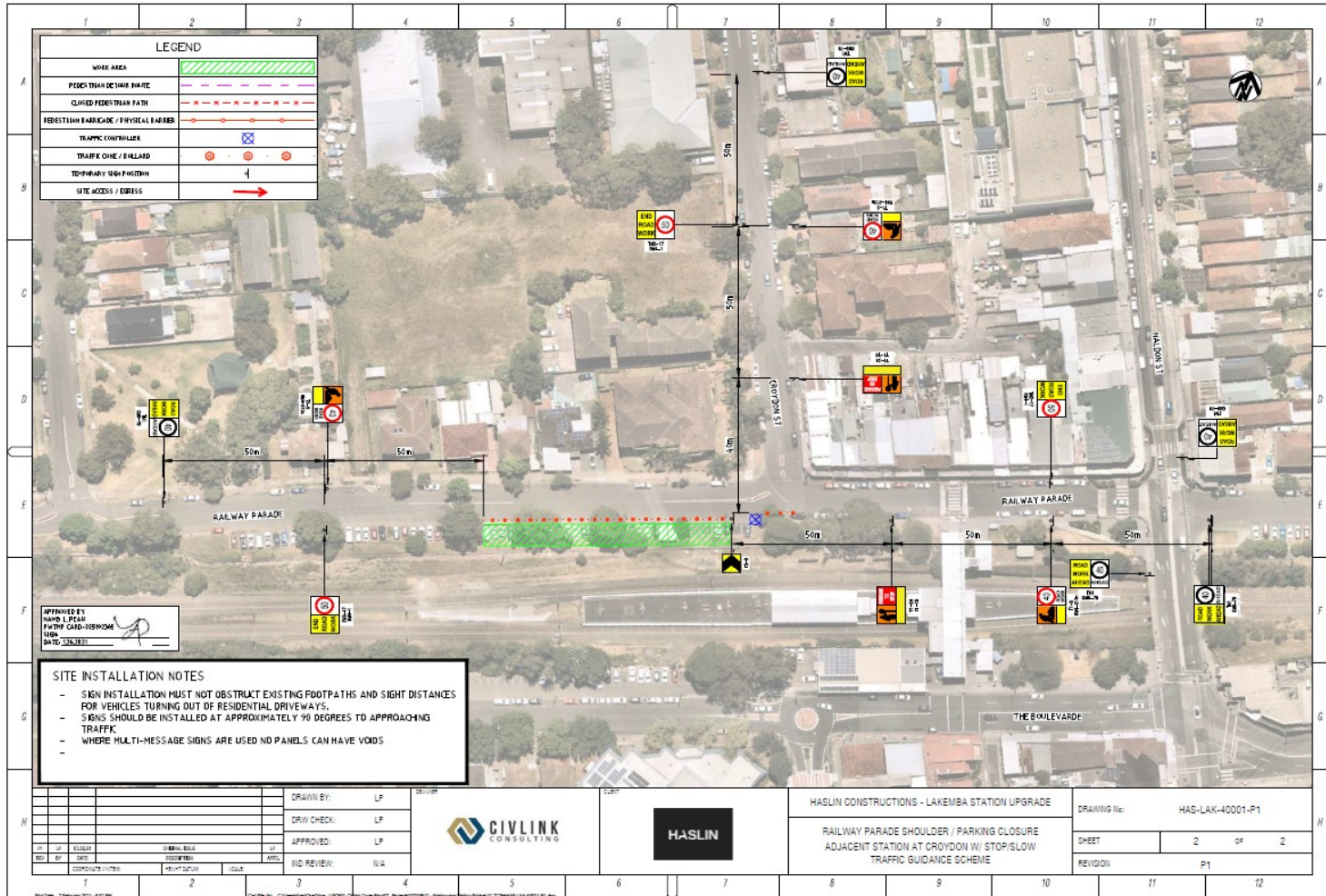
For further information, please contact **Julian Tan** of Council's Development Engineering Services – via [workpermits@cbc.city.nsw.gov.au](mailto:workpermits@cbc.city.nsw.gov.au).

Yours faithfully,



**Julian Tan**  
**WORK PERMIT OFFICER**  
**DEVELOPMENT ENGINEERING SERVICES**

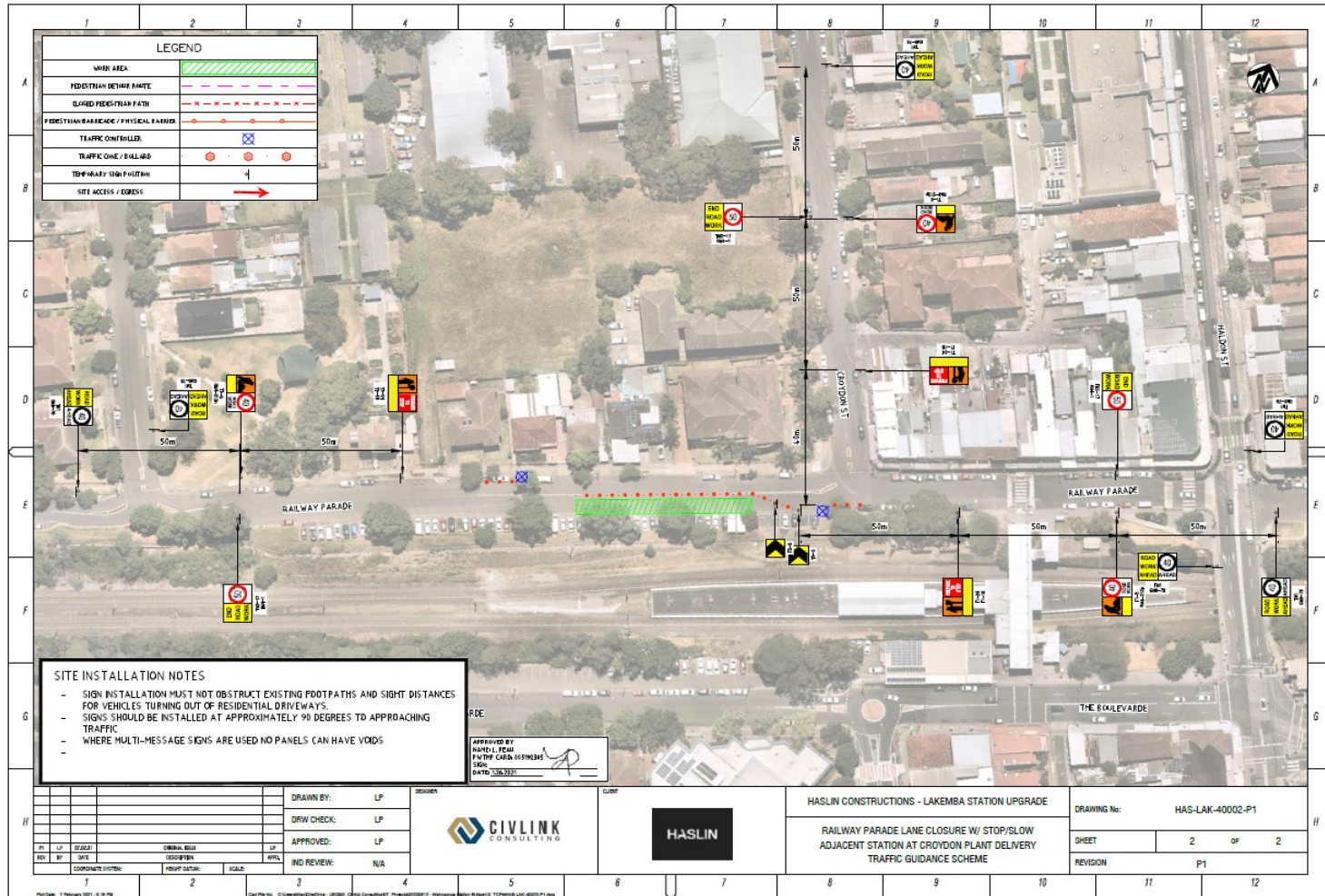




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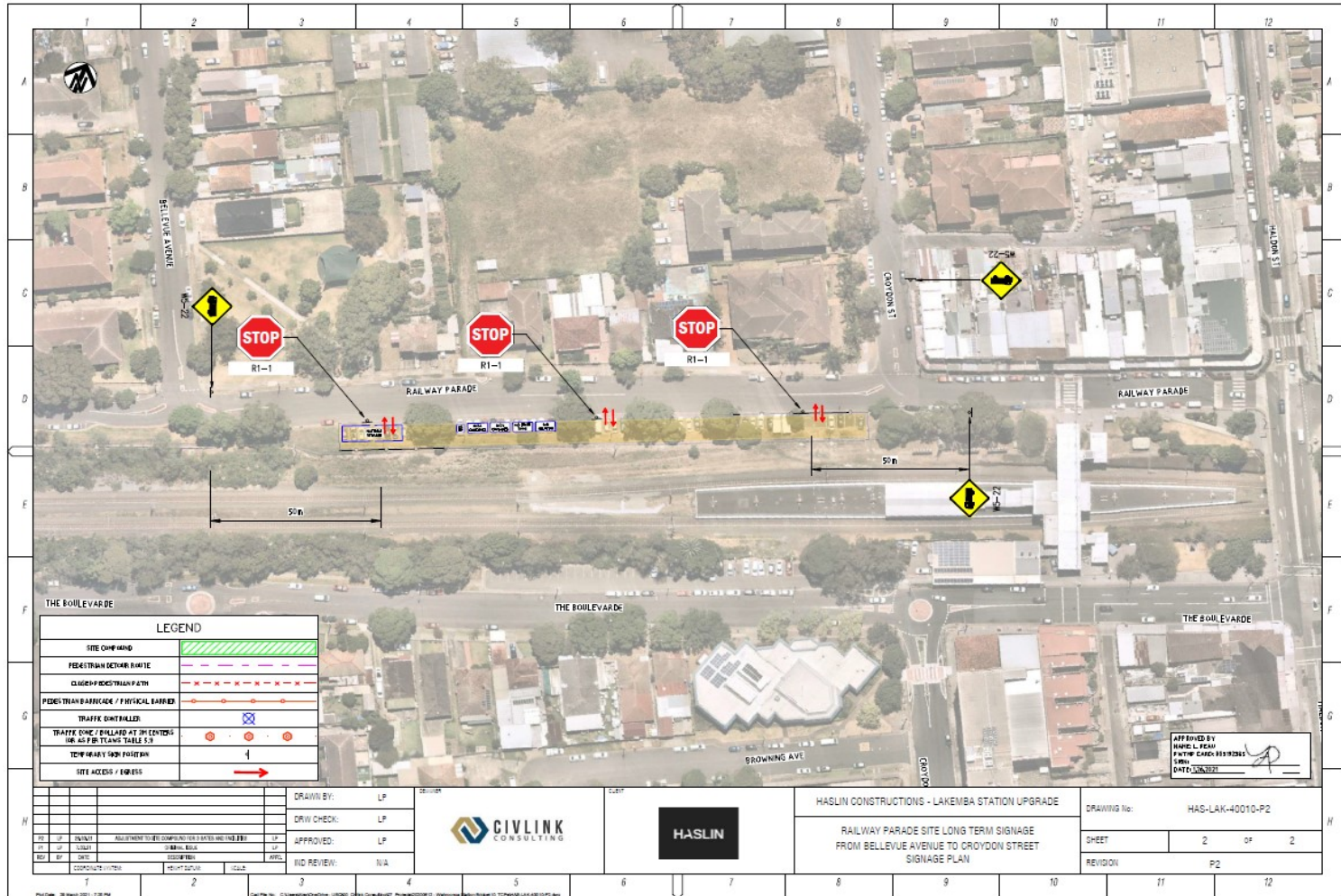
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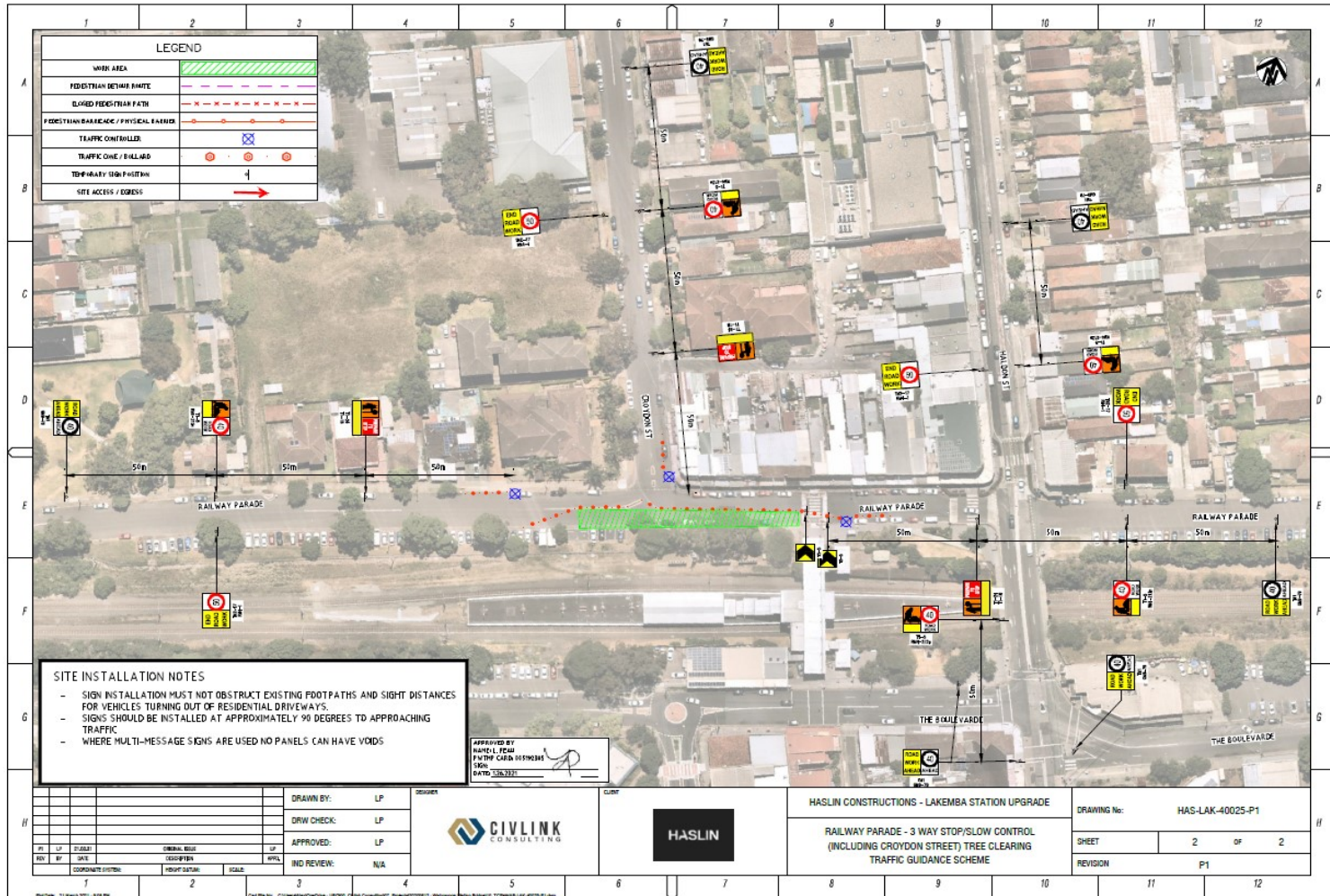
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26-Apr-2022

**HASLIN CONSTRUCTIONS**  
Attention: Pat Seyrak  
2,2-4 Merton Street  
SUTHERLAND NSW 2232

Our Ref: **WP-CON-848/2022**  
Officer: **Julian Tan**

Dear Sir,

<b>Standing Plant Permit (METRO)</b>	
<b>Work Permit Number:</b>	<b>WP-CON-848/2022</b>
<b>Site Address:</b>	<b>Railway Parade, Lakemba NSW 2195</b>
<b>Activity:</b>	<b>Using standing plant (including cranes, concrete pump trucks, excavators and loaders) for Sydney Metro related works</b>
<b>Specific Location:</b>	<b>Between Croydon Street &amp; Bellevue Avenue, Lakemba NSW 2195</b>
<b>Date &amp; Hours:</b>	<b>Start date and time – 01 May 2022 at 00:00</b> <b>End date and time – 31 Dec 2022 at 00:00</b>

**This permit covers the use of land that is considered Council Roadway only. For use of land not considered Council Roadway, approval from relevant Authorities is required, which is not covered in this permit.**

Your Work Permits for the above location have been approved. The following conditions have been imposed to ensure compliance with the Roads Act 1993 and/or the Local Government Act 1993 for the safety of persons using the public footpath and roadway adjacent to the site:

### **CONDITIONS OF APPROVAL**

- 1) Traffic control measures to be implemented as per the following Traffic Control Plans by Civlink Consulting, drawn and reviewed by LP:  

**No. HAS-LAK-40001-P1, dated 07/02/2021, revision P1**  
**No. HAS-LAK-40002-P1, dated 07/02/2021, revision P1**  
**No. HAS-LAK-40003-P1, dated 07/02/2021, revision P1**  
**No. HAS-LAK-40010-P1, dated 29/03/2021, revision P2**  
**No. HAS-LAK-40025-P1, dated 21/03/2021, revision P1**
- 2) If required, a Police Permit must be obtained from the Local Police Station. Please present this letter to the Police when applying for a permit.
- 3) Carry out all work in accordance with SafeWork NSW authority's requirements.
- 4) A thoroughfare for emergency vehicles must be provided at all times.
- 5) All affected residents, businesses, emergency authorities and service providers must be notified of the work and road occupancy prior to commencement. Any concerns or requirements raised by business proprietors, residents or other occupants must be resolved or accommodated.

- 6) A current Public Liability Insurance Policy of at least \$20 million, and indicating Council as the interested party, shall be maintained during the time Council's Road Reserve is occupied.
- 7) All work is to be carried out in accordance with Australian Standards AS1742.3 – Traffic Control Devices for works on roads and in accordance with the latest version of Traffic Control and Worksites Manual (TCAWs).
- 8) The Traffic Control Plan and/or Pedestrian and Traffic Management Details as specified in your application must be implemented.
- 9) A minimum 3 metre traffic lane width must be maintained at all times.
- 10) The alternative pedestrian access route must be safe, clearly visible, appropriately delineated/ barricaded and signed at all times.
- 11) Adequate lighting and reflective devices shall be provided around the work area to ensure clear visibility to traffic and pedestrians
- 12) All control of traffic must be performed by official TfNSW authorised Traffic Controller(s).
- 13) A copy of this Permit and approved Traffic Control Plan must be kept on the work site for inspection by relevant Council Officers or the Police.
- 14) The applicant shall comply with any reasonable directive from Council's Compliance Officers or the Police.
- 15) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Compliance Officer.

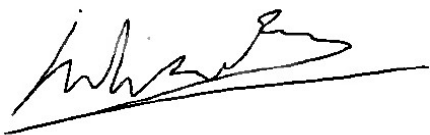
**NOTE**

**(Note: This advice does not form a condition of approval)**

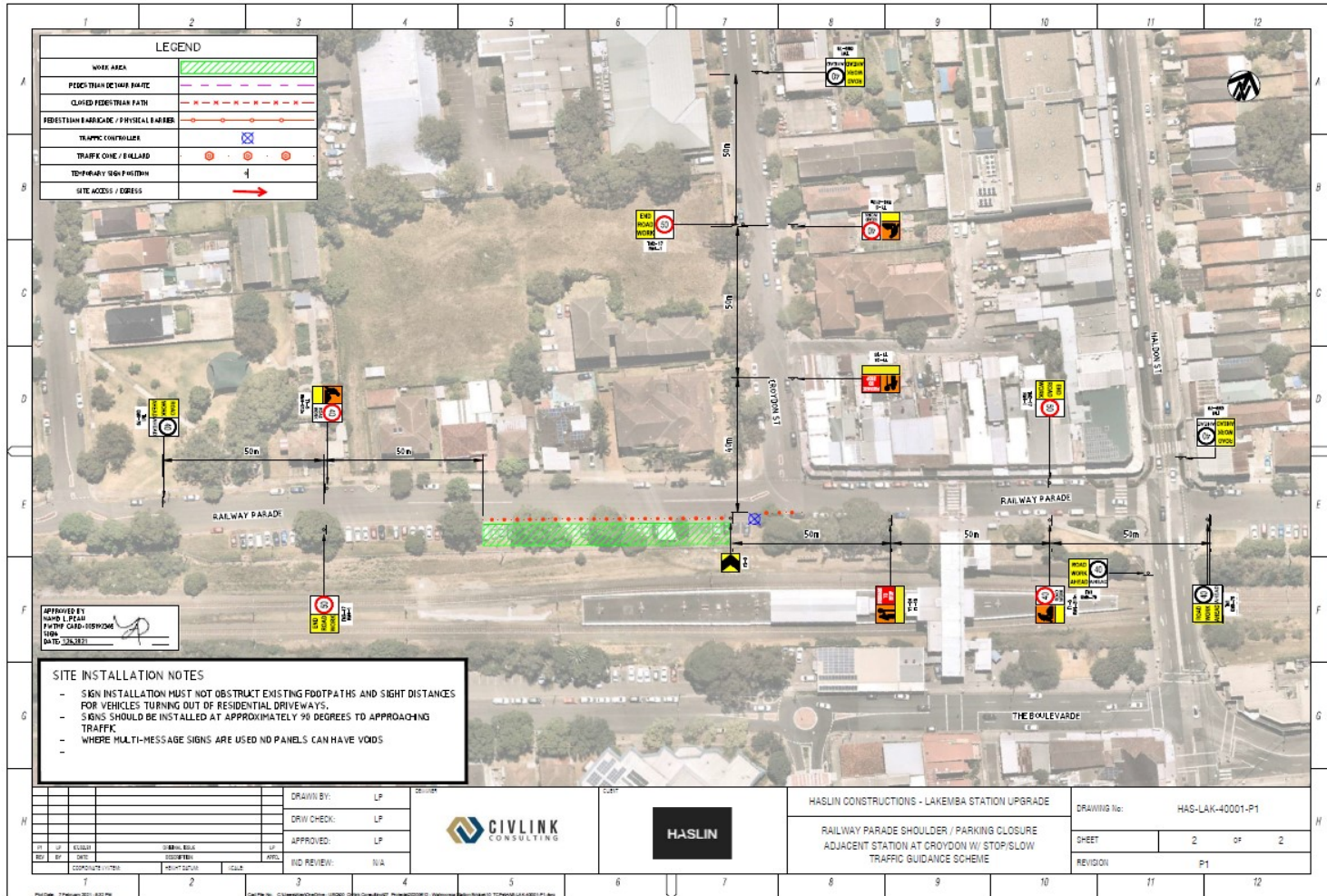
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For further information, please contact **Julian Tan** of Council's Development Engineering Services – via [workpermits@cbc.city.nsw.gov.au](mailto:workpermits@cbc.city.nsw.gov.au).

Yours faithfully,



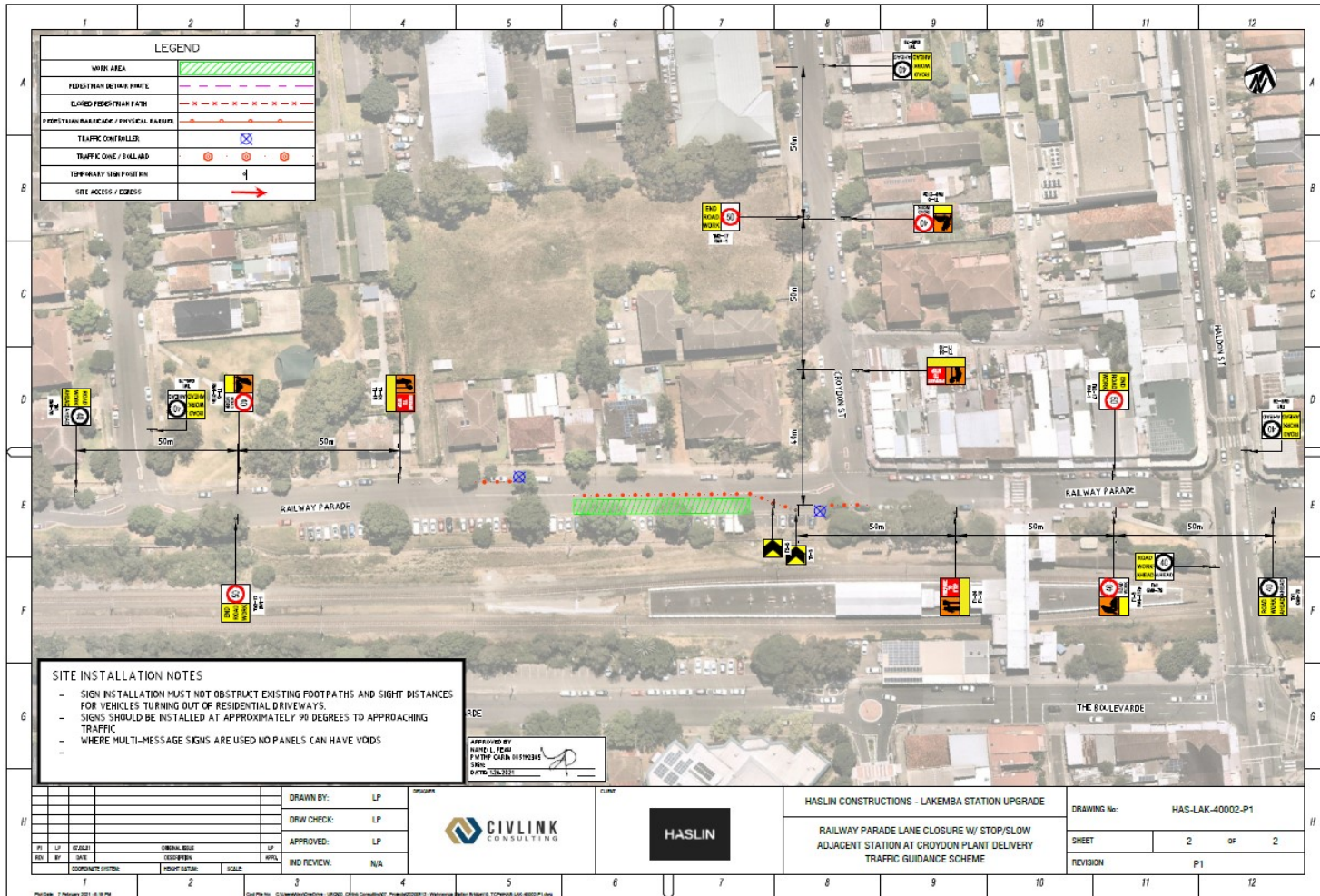
**Julian Tan**  
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**DEVELOPMENT ENGINEERING SERVICES**



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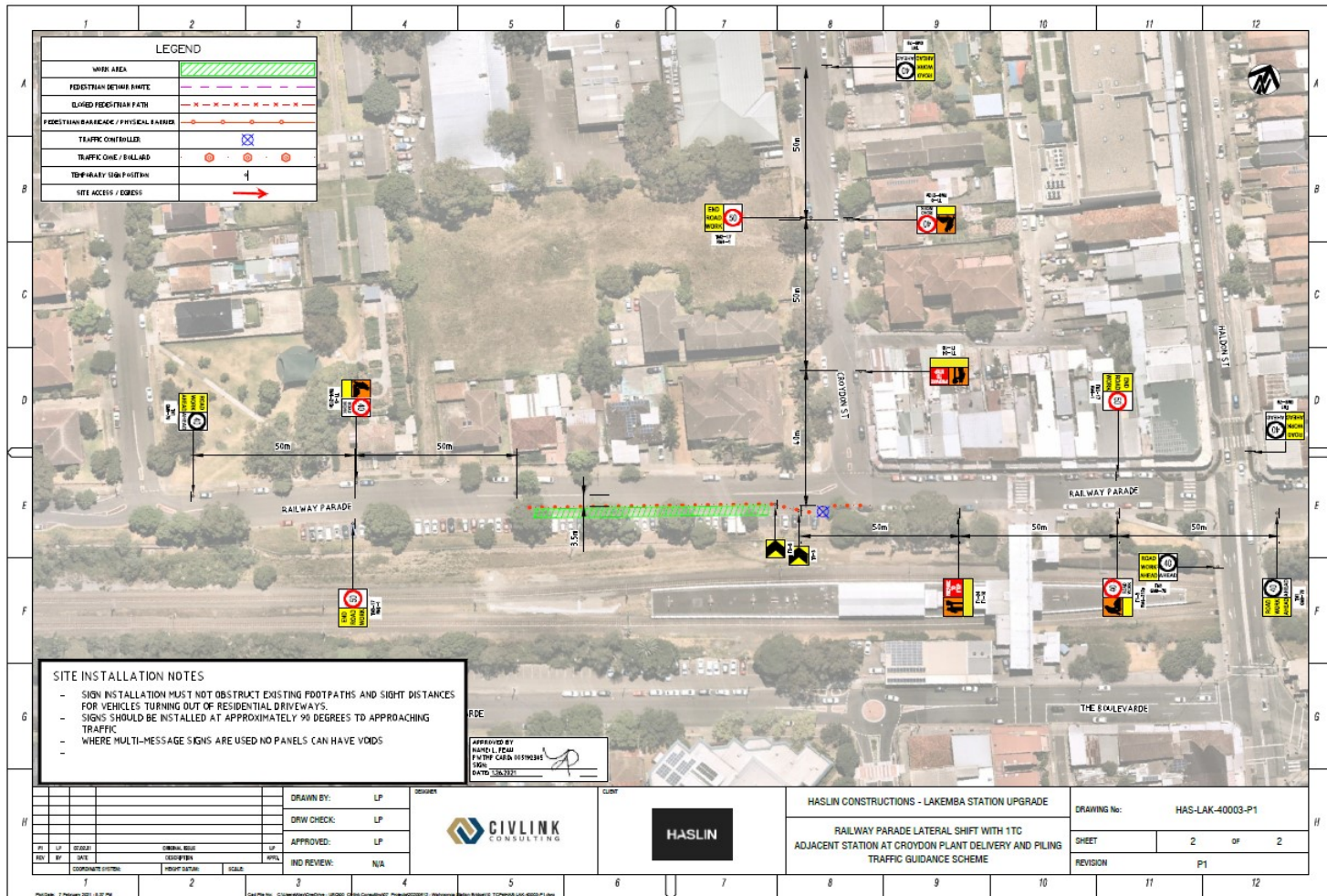


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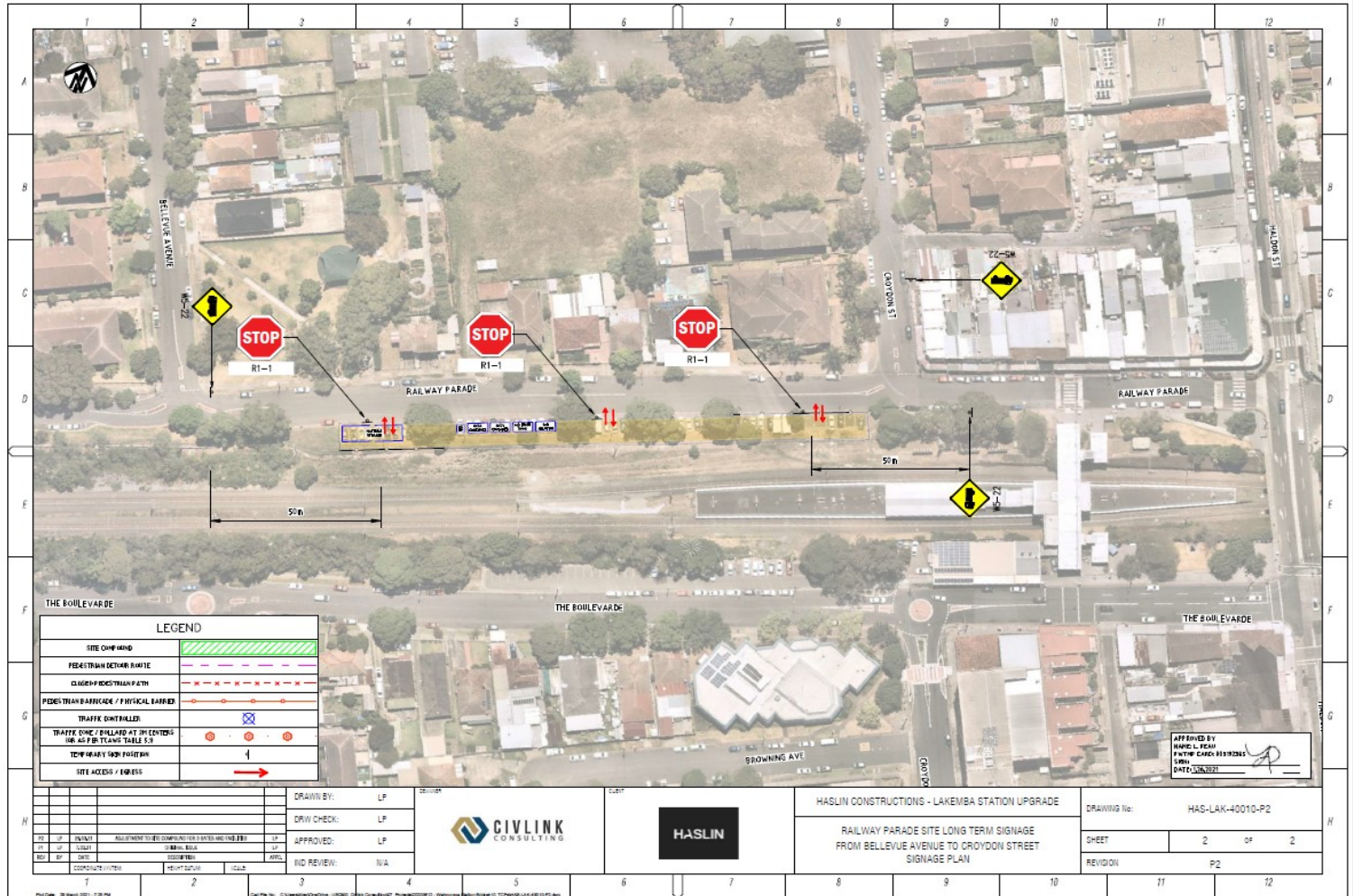




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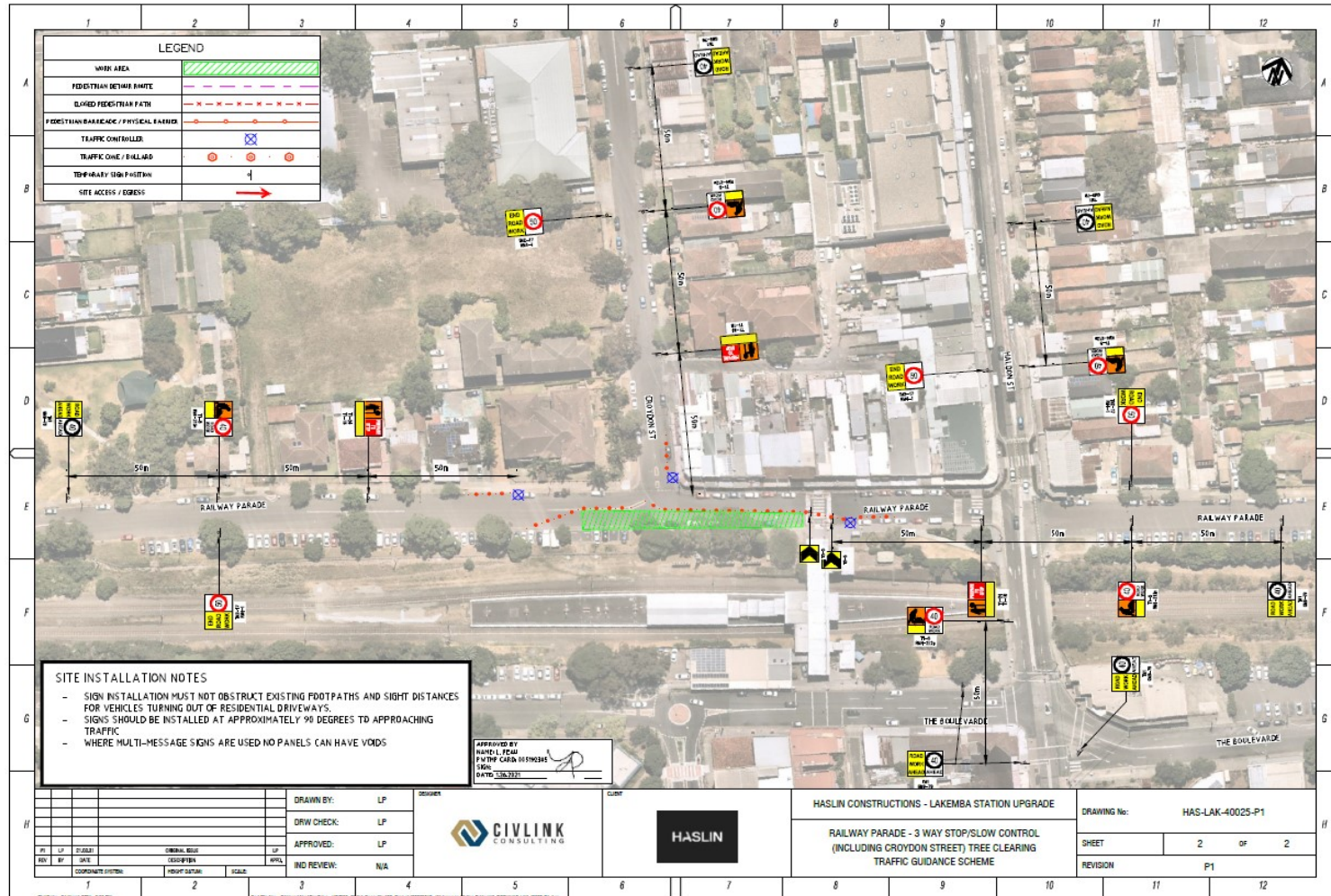
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