



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:	Sydney Metro Authority / DPE
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1. Existing Approved Project

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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The Marrickville, Canterbury and Lakemba Station (MCL) upgrades 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 Authority standards correspond to work package No. 4 which are being undertaken by Haslin / Stephen Edwards Joint Venture (HSE JV). This assessment was undertaken to assess the extension of the Railway Parade Compound for the Lakemba Station works.

Lakemba Station Upgrades

- Refurbish and repurpose rooms of existing platform buildings;
- Refurbish concourse area;
- Construction of the 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 low voltage (LV) services and lighting;
- Provide new landscaped plaza at Railway Parade including additional bicycle storage;
- Installation of new vertical protection screens to both sides of the existing Haldon Street Bridge;
- Installation of new combined service route CSR; and
- Installation of security fencing.

The Sydenham to Bankstown Planning Approval (SSI-8256) permitted the establishment of two site compounds at Lakemba to support the Construction of the Project. One location on The Boulevarde identified as C15 (C15 Boulevarde Compound) which in the EIS occupies a portion of the existing carparking area and second portion of the carparking area on Railway Parade identified as C14 (C14 Railway Parade Compound) (refer to Figure below). It is noted that C14 Railway Parade Compound is identified in the EIS and utilises a portion of the proposed Railway Parade car parking area only. Subsequently, the area for C14 was modified to include car parks to the west (excluding the two accessible car parks) and was approved by DPE on 21 May 2021 as per Condition of Approval A17. This proposal requests an additional extension of the Railway Parade compound.



Figure 1 – Locality map

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 outside the approved construction boundary therefore, does not fit the description within CoA A16(a) and requires approval under CoA A17.

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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 cannot be endorsed by the ER and 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, Rev 06 (dated May 2022) provides an indicative construction timeframe for MCL station upgrades with the Construction Commencement Date in Q1 2021 and Construction Completion Date in Q4 2022. Construction completion is currently estimated for Q1 2023 (subject to change).

The Railway Parade Compound was established in the first week of May 2021 and will be in place for the duration of the construction period associated with the project. To facilitate mobilisation of construction materials and equipment during standard hours, the C15 Boulevard Compound will be established 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.

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 (SSI 8256) (dated 12 December 2018)
- Sydenham to Bankstown – CSSI-8256 Modification 1 (October 2020)
- AF-001 (Rev X) Approval DPE 21 May 2021 and AF-001 (Rev-X) modification approval by ER 18 October 2021.

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the above approval documents.

2. Description of proposed development/activity/works

Summary of Proposed Modification

The C14 Railway Parade Compound is located adjacent to Railway Parade approximately 20m north of the Lakemba station platforms, and extends westward for approximately 160m, and is immediately adjacent to the Metro Services Building construction area. The land on which the C14 Railway Parade Compound sits is partially owned by Sydney Trains and partially by the Canterbury-Bankstown City Council (road verge and parking areas). The Railway Parade Compound 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 1,² of already approved area, including the area of 750m² (approx.) that was approved by Department of Planning and Environment (DPE) on 21 May 2021. This proposal is to extend the previously approved compound area an additional 200m² to encompass a grassed verge and the two (2) accessible car spaces that abut the existing compound. The area comprises a total of 46 parking spaces. The additional space will be used for a combination of material storage and plant laydown until project completion (see figure 2). The use of the proposed grass verge addition and accessible car spaces, is consistent with the impacts associated with the C14 Railway Parade Compound as outlined in the Sydenham to Bankstown Environmental Impact Statement (EIS) and accompanying technical papers (September 2017). The C15 Boulevard Compound will still be utilised for temporary laydown areas during out of hours work, possessions and shutdowns, resulting in a loss of parking during these periods (including establishment of the compound 3 days before, and 3 days after, each scheduled rail possession).

No change to project staffing levels are expected during Construction.

Hazardous chemicals will be stored in the construction compound within an adequate bunded container

Upon completion of construction, all compounds will be reinstated to their original condition.

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The original approval provided by City of Canterbury Bankstown council for the use of the C14 Railway Parade Compound is still valid and remains in place until 31 December 2022. An application has been made to council for the use of the two (2) accessible car spaces and grass verge, this will be provided to DPE once received.

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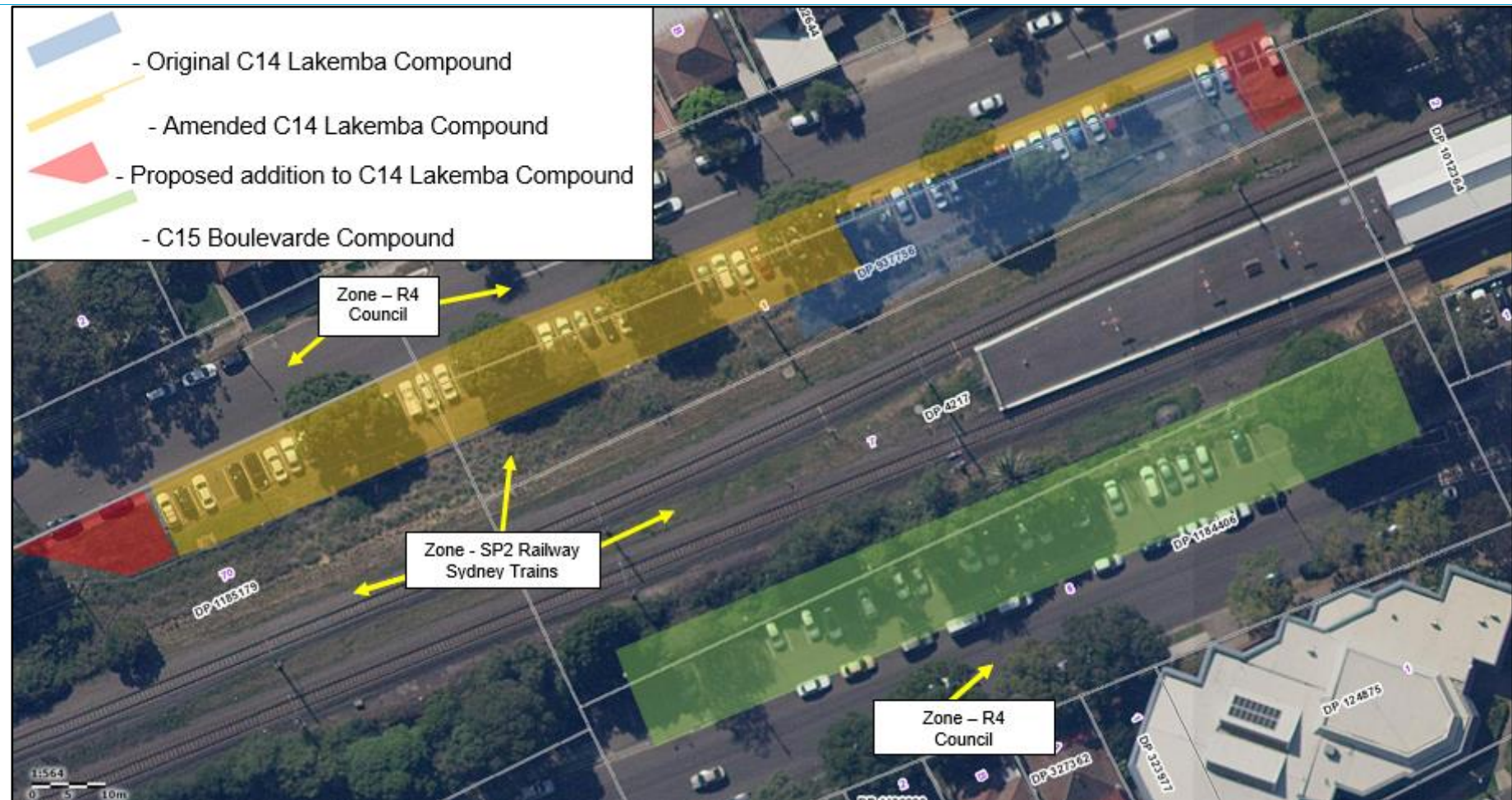


Figure 2 – Worksite boundaries

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AF001 Modification 1:

Modification 1 of the S2B Package 4 MCL Additional Area at Lakemba for Establishment of site compound Ancillary facility was for the reinstatement of the previously superseded approval of the C15 Boulevard Compound. The area is (and continues to be) required 3 days prior to commencement of out of hours work, possessions and shutdowns, and 3 days after, to facilitate equipment and material mobilisation during standard hours. Modification 1 was endorsed by the Environmental Representative on 22/10/2021. No hazardous materials is to be stored in C15 Boulevard Compound. The compound is only to be used for material and plant storage. The compound is reinstated for public use outside of these dates.

AF001 Modification 2 (this modification):

Modification 2 is seeking the approval to occupy a vacant grass verge that abuts the western edge of the C14 Railway Parade Compound, for the storage and laydown of materials associated with the project. This modification also seeks the use of the two (2) accessible parking spaces at the western edge of the site to store materials to enable the continuation and completion of works on site. These accessible car spaces have already been relocated as per City of Canterbury Bankstown's approval. It is also noted that relocation of the assessable car park also decreases potential safety risks to the public from the adjacent metro services building construction works.

Post-Modification 2 of AF001, the C14 Railway Parade Compound will occupy all pre-existing approved areas associated with the C14 Lakemba Compound and both the accessible parking spaces on the eastern boundary, and grass verge on the western boundary for a total area of approximately 1,650m² (see figure 1). The area is comprised of 48 parking spaces (including the tow accessible car spaces) on Railway Parade, and approximately 500m² of site sheds and amenities. The remaining area is used for project works and laydown space.

3. Timeframe

Use of the proposed grass area and accessible car spaces adjacent to the existing compound on Railway Parade will commence immediately after approval is granted. The additional area and the existing C14 Railway Parade Compound will be occupied until project completion.

The area will be used throughout the construction period, including standard construction hours, works out of hours, possessions and shutdowns.

4. Site description

The area associated with C14 Railway Parade Compound, consisted of an area of low-density vegetation, stormwater guttering and drains, and hardstand (bitumen) occupy a portion of Lot 1 DP937756 and Lot 70 DP1185179.

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The C14 Railway Parade Compound, consists of a railway corridor and steep grass embankment to its south, which is sparsely populated with vegetation. To its north are the Railway Parade hardstand (bitumen) parking spaces and associated trees. Throughout the site there are intermittent stormwater gutters and associated drains, site sheds and well-established tree protected with ATF fencing. The C14 Railway Parade Compound occupies portions of Lot 1 DP937756, Lot 70 DP1185179 and Lot 7 DP4217.

The C15 Boulevarde Compound intermittently occupies a portion of Lot 7 DP4217, Lot 70 DP1185179 and Lot 8 DP1184406. To its north, the railway corridor and a sparsely vegetated steep soil embankment sloping away from the site. To its south, the trees and hardstand (bitumen) parking associated with The Boulevarde. The C15 Boulevarde Compound too has intermittent stormwater guttering and drains within its bounds.

The proposed Construction works are located within the road corridors and rail corridor. The areas in which these works will take place are a combination of Lot 1 DP937756, Lot 70 DP1185179 and DPSS133991.

AF001 Modification 1:

The C15 Boulevarde Compound intermittently occupies a portion of Lot 7 DP4217 and Lot 8 DP1184406. The S2B Package 4 MCL Additional Area at Lakemba for Establishment of site compound Modification 1 being a minor update, was endorsed by the Environmental Representative on 22/10/21.

AF001 Modification 2:

The grass verge is located on Sydney Trains and Canterbury Bankstown Council's land. It is identified as a portion of Lot 1 DP937756. The two accessible parking spaces are located on council land, also identified as Lot 1 DP937756 and partially within Zone R4. Refer figure 2.

The approval provided by City of Canterbury Bankstown council for the use of the C14 Railway Parade Compound was re-approved in April 2022 and remains in place until 31 December 2022 (See Appendix A). Through this Ancillary Facility an application has been made to council for the use of the two (2) accessible car spaces and grass verge as additional compound space. The approval will be provided once received.

5. Site Environmental Characteristics

The C14 Railway Parade Compound was identified as primarily a commuter carparking location. Land uses surrounding the C14 Railway Parade Compound, include a mix of residential and commercial land use zones, with high and medium density residential areas concentrated

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around Lakemba Station as indicated in Chapter 16 of the S2B EIS. 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. The nearest residential receiver to the C14 Railway Parade Compound is on Railway Parade, approximately 25m north.

Section 11 of the S2B EIS Technical Paper 7 Landscape and Visual Impact provides the following description of Lakemba Station, which is also applicable to the C14 Railway Parade Compound:

“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. 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 Boulevard, 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 Boulevard, 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.”

Land use 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; the compound itself is zoned “SP2 Railways”. The objectives of the aforementioned zoning - ‘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, this drains to the Cooks River. Two stormwater pits exist on the western side of the roadway and abuts the C14 Railway Parade

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Compound. Erosion and sediment controls will be placed in accordance with the CEMP and SWMP to control risks of sediment entering the stormwater drains

Vegetation within the C14 Railway Parade Compound location was limited to six planted street trees which were approved and removed in 2021 under the CSSI 8256 approval, as they directly conflict with the Metro Services Building, proposed stormwater drainage and sewer lines. There are to be no additional tree impacts resultant from the proposed extension to the compound facility.

Access

Access to the compound would be via the existing gates for C14 Railway Parade Compound 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.

AF001 Modification 1:

C15 Boulevard Compound 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 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 25m).

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

AF001 Modification 2:

The unused grass verge is a vacant space that is covered in exotic grass and weeds located opposite a public park. There are no native species of flora that inhabit this grass verge. The two accessible car spaces are permitted parking.

6. Justification for the proposed works

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 less traffic.
- 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.
- Reduced impacts to tree removal and trimming of vegetation along The Boulevarde car parking location as they will only be required during out of hours work, possessions and shutdowns.
- Potential impacts to the surrounding community will be localised to one area.
- Pedestrian / vehicle safety has improved due to the consolidation of works areas to 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 not utilising the grass verge and accessible parking spaces 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. This would include the two accessible parking spaces 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 48 car spaces (including the two accessible car spaces) on just Railway Parade. Existing parking on the western side of Railway parade adjacent to the footpath would be retained. During construction, and the temporary use of the accessible car spaces, an alternative area will be allocated to temporary accessible car spaces in the nearby vicinity to provide access to those in need of accessible car spaces. Additionally, the use of the accessible parking spaces at the western edge of the site to store materials will enable the continuation and completion of works on site. These accessible car spaces have already been relocated as part of a pre-existing approval.

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AF001 Modification 1:

The use of C15 Boulevard Compound 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 plant and materials in readiness for works. This will allow possessions and shutdowns to be used effectively with all necessary plant and materials already on site, and ready to proceed with the project plan.

The option to transport material from the C14 Railway Parade Compound to C15 Boulevard Compound during possessions and shutdowns was deemed unfeasible as this would increase construction traffic considerably on Haldon Street. Traffic control would also be required on Haldon Street. The repercussion would be an impact to the safety of pedestrians and commuters using Haldon Street due to the number of construction vehicles transporting materials. There is also a No Right turn on to Haldon Street from Railway Parade, meaning re-routing of project plant and vehicles through Lakemba.

The option to store materials in Railway Parade and move them across the rail corridor was assessed and deemed unfeasible. 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. It would then need to be removed at the end of the possession/shutdown to ensure the safe running of trains. Due to the time constraints of the possession/shutdowns, this activity would jeopardise the safe and successful execution of the works.

AF001 Modification 2:

The C14 Railway Parade Compound is narrow, with uneven ground. This limits space to store plant and materials required for the upgrade of Lakemba station. The addition of the grass verge and the two accessible car spaces would add approximately 175m² of storage space meaning plant, equipment and materials can be staged appropriately, and works completed as per the project schedule. The relocation of the two accessible car parks also removes safety risks to the public posed by the adjacent construction works.

7. Environmental Benefit

- 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.
- Use of the additional area associated with the Railway Parade compound would not result in any adverse 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, except intermittently during out of hours work, possessions and shutdowns. 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.
- All areas will be reinstated at project completion, to their original condition.

AF001 Modification 1:

The use of C15 Boulevard Compound, 3 days before and after possession and shutdown periods will not result in further environmental impacts than those already assessed for those periods. Impacts to the public and commuters in the days before and after possessions/shutdowns will be managed through traffic and pedestrian controls established in the approved TCPs in accordance with the CTMP.

AF001 Modification 2:

No additional Environmental Benefits

8. Control Measures

Works will be completed under the project Construction Environmental Management Plan (CEMP) and any relevant sub-plans. These plans are dynamic plans and will be updated to reflect the approved project including compound approvals with the 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.

EIS – Consultation.

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. 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.

AF001 Modification 1:

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).

AF001 Modification 2:

Works will be as described above.

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9. Climate Change Impacts

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

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10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Refer 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>AF001 Modification 1: Vegetation would not be required to be removed when using C15 Boulevarde Compound. No change from approved project as detailed in the EIS and SPIR. Minor positive change through retention of trees along The Boulevarde car parking location as they will no longer be required due to the compound relocation to Railway Parade.</p> <p>AF001 Modification 2: The existing grass will be removed and a hardstand laid. Post-completion of the project, the area will be reinstated. There is no native flora that will be removed.</p> <p>The proposal is consistent with the approved project.</p>	<p>Temporary fencing and waterfilled barriers will be placed around the new storage sites to delineate the construction compound area, where weeds and exotic grasses are to be removed within the grass verge.</p> <p>No additional mitigations required.</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
Water	<p>There are two drains located on Railway Parade adjacent to the grass verge.</p> <p>These drains will be protected with relevant erosion and sediment controls to ensure compliance with the CEMP, Soil and Water, and Flooding and Stormwater Management Plans.</p> <p>The proposal is consistent with the approved project.</p>	<p>The Erosion and Sediment Control Plan will be updated, and controls installed to the stormwater drains.</p> <p>No additional measures required.</p>	Y
Air quality	<p>The proposal is consistent with the approved project. The use of hard stands would minimise dust generation from the work area.</p>	<p>No additional measures required.</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
Noise vibration	<p>AF001 Modification 1:</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 possession and shutdown periods to ensure compliance with the CNVIS attached to the OOHW application.</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 and is consistent with the Sydenham to Bankstown Environmental Impact Statement and accompanying technical papers (2017).</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>AF001 Modification 2:</p> <p>The proposed compound extension would be used during normal construction hours, during out of hours works, possessions and shutdowns. The proposed areas are located further away from receptors than the currently approved area.</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> <p>Noise monitoring will be undertaken during out of hours works, possessions and shutdowns.</p> <p>No additional measures required.</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 use of the parking area and grass verge there will be no penetrative works proceeding below the existing ground surface and therefore there is limited potential to impact Aboriginal Heritage.</p> <p>The site will operate under an unexpected finds protocol should indigenous heritage be encountered.</p> <p>The proposal is consistent with the approved project</p>	No additional mitigation measures 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.</p> <p>Additionally, there will be no penetrative works proceeding below the existing ground surface and therefore there is limited potential to impact Aboriginal Heritage.</p> <p>The proposal is consistent with the approved project.</p>	No additional mitigation 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
Community stakeholder and	<p>AF001 Modification 1: The impact on Community and Stakeholders caused by the temporary occupation of C15 Boulevard Compound 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 park 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. There would be minimal impacts on the community.</p>	<p>AF001 Modification 1: 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>AF001 Modification 1 and 2: Community notification will be provided via letterbox drop and email prior to the possessions and shutdowns.</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 with the retention of those spaces identified in the C15 Boulevard Compound 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 Railway Parade Compound approval.</p> <p>AF001 Update 2: No pedestrian pathways or private property access will be impacted by the proposed extension of the compound. The accessible car spaces as mentioned within this proposal, have already been relocated within the vicinity of the existing spaces, as part of an existing Council approval.</p> <p>The proposal is consistent with the approved project.</p>		

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>AF001 Update 1: 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. 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 on The Boulevard.</p> <p>Traffic management will be in place when establishing the compound in the existing parking area. The construction access route will be consistent with the existing CTMP as this includes the approved C14 Railway Parade 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>AF001 Update 1: 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 Boulevard Compound and are considered applicable to the proposal.</p> <p>Control measures will be implemented 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 Railway Parade Compound and are considered applicable to the proposal.</p>	Y

	<p>Pedestrians / commuters would be less impacted from HSE staff movements with concentration of works activity on Railway Parade and minimal presence on The Boulevarde.</p> <p>Approximately 46 parking spaces will be occupied for the duration of the works. These are located on Railway Parade adjacent to the rail corridor.</p> <p>The loss of carparking spaces is being minimised through the proposal with the retention of those identified in the C15 Boulevarde Compound location resulting in an overall return of 10 parking spaces plus two accessible spaces being retained.</p> <p>AF001 Update 2:</p> <p>The occupation of the grass verge on Railway Parade will not impact local traffic as all equipment and material will be located within the compound, Road access will be available at all times.</p> <p>The removal of the two accessible car parks and their relocation has removed two additional standard car parks from the local area. These were previously limited to half hour parking previously, with the accessible car parks being unlimited parking and located closer to access the station concourse.</p> <p>No private property access will be impacted as the material and equipment is located opposite from residences.</p> <p>The proposal is consistent with the approved project.</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>	
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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	The proposal is consistent with the approved project.	No additional measures required.	Y
Social	The proposal is consistent with the approved project.	No additional measures required.	Y
Economic	The proposal is consistent with the 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>Visual impacts from the storage of material and equipment in this location will be temporary. The equipment required and visual impacts of the equipment proposed for the grass verge 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 grass verge is consistent with the construction activity and with the EIS assessment.</p>	No additional measures required.	Y
Urban design	The proposal is consistent with the approved project	No additional measures required.	Y
Geotechnical	The proposal is consistent with the approved project	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

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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
Climate Change	The proposal is consistent with the approved project	No additional measures required.	Y
Risk	The proposal is consistent with the approved project	No additional measures required.	Y
Other	The proposal is consistent with the approved project	No additional measures required.	Y
Management and mitigation measures	The proposal is consistent with the approved project	No additional measures required.	Y

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11. Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Refer 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 approved project	NA.	Y
Water	No change from the approved project	NA	Y
Air quality	No change from the approved project	NA	Y
Noise vibration	No change from the approved project	NA	Y
Indigenous heritage	No change from the approved project	NA	Y
Non-indigenous heritage	No change from the approved project	NA	Y
Community and stakeholder	No change from the approved project	NA	Y
Traffic	No change from the approved project	NA	Y
Waste	No change from the approved project	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
Social	No change from the approved project	NA	Y
Economic	No change from the approved project	NA	Y
Visual	No change from the approved project	NA	Y
Urban design	No change from the approved project	NA	Y
Geotechnical	No change from the approved project	NA	Y
Land use	No change from the approved project	NA	Y
Climate Change	No change from the approved project	NA	Y
Risk	No change from the approved project	NA	Y
Other	No change from the approved project	NA	Y
Management mitigation measures and	No change from the approved project	NA	Y

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12. Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project, they will facilitate it. The project will 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 are 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>There will be short-term and minor community impacts with the temporary possession of the commuter car spaces on The Boulevard. 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 are 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 any 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 carparks.


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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:	Andrew Lynam	Signature:	
Title:	Environmental Manager		
Company:	Haslin	Date:	16/06/2022

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:	

Appendix A – Landowner Consent