Sydney Metro Sydenham to Bankstown Ancillary Facility Checklist

This checklist has been generated to determine compliance under the Sydney Metro City and Southwest Sydenham to Bankstown Upgrade Planning Approval, including Conditions of Approval A16 to A19 and to assess environmental risk factors.

Assessment Name	Way Street Ancillary Facility and Laydown
Location	Way Street, Marrickville
Prepared By	Lucas Dobrolot
Revision	Rev03
Date required by	23 September 2023

1. Provide a description of the location, including address, and proposed use. Attached a map within Appendix A

The proposed ancillary facility and laydown will be located within the "Way Street laydown" area, within Railcorp land at the end of Way Street, Marrickville. The area was previously used by the SSJ Project for laydown and stockpiling and has been a long term Sydney Trains laydown area.

JHLOR will install a satellite office to support SMC works, consisting of;

- Ablution block
- Containers
- Laydown area (ballast and spoil stockpiles, construction materials associated with security fencing)

The area is outside of the Sydenham to Bankstown Project Boundary, but is within the rail corridor.

Approximately 20 staff members will use the facility at any time, however, will predominately be used during the September Shutdown (23 September 2023 until 6 October 2023), and Christmas Shutdown (27 December 2023 until 26 January 2024)

The area will generally be used during standard construction hours. Any use outside of standard construction hours will be subject to an OOHW Permit.

Due to the minor size of the facility this would generally be considered a "Minor ancillary facility", however, as the facility is located outside of the Project boundary it will be assessed against CoA-A17

2. Landowner details

Railcorp

3. Timeframe

The facility was established by SSJ in March 2021 and was demobilised and hand handed back in Q1 2023. The intended timeframe for the remaining use of the facility is until the end of the SMC project, indicatively dated as May 2024.

4. Assessment against CoA-A16(a) **Ancillary facilities that are not identified by description and location in the documents listed Condition A1 can only be established and used in each case if:** **(a) they are located within the Construction boundary of the CSSI**
N/A – the proposed location is not within the project boundary and as such is to be assessed under CoA-A17
5. Assessment against CoA-A16(b) **(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**
N/A – the proposed location is not within the project boundary and as such is to be assessed under CoA-A17 The area is located within the rail corridor between the XPT and T3 Bankstown Line and the T4 Illawarra Line. There are no sensitive receivers within the immediate vicinity. A number of houses and Tempe High School are located on Way Street, outside of the rail corridor. Local residents and the high school will continue to be notified. It is noted that Way Street is a long term established access route for the area.
6. Assessment against CoA-A16(c) **(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**
N/A – the proposed location is not within the project boundary and as such is to be assessed under CoA-A17 The area has been assessed under the Sydney Metro City and Southwest Chatswood to Sydenham Modification 4 Report. No environmentally sensitive areas are located within the proposed area
7. Assessment against CoA-A16(d) **(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.**
N/A – the proposed location is not within the project boundary and as such is to be assessed under CoA-A17 The use of the area is consistent with the outcomes set out in the terms of the Planning Approval. JHLOR acknowledge that once endorse, the use of the area will be subject to the requirements of the Planning Approval, including but not limited to the Conditions of Approval and Revised Environmental Mitigation Measures.
8. Assessment against CoA-A17 **Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 and do not meet the requirements of Condition 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.**
The proposed location is outside of the Sydenham to Bankstown Project Boundary and as such is not identified within the documents listed in Condition A1. The proposed location is within the rail corridor and as such can be endorsed by the ER. A risk assessment has been attached at the request of the ER. It is noted that the CEMP and sub-plans will be implemented for any works at the site – as such the control measures included are any extra control measure required.
9. Assessment against CoA-A18 **The use of an ancillary facility for Construction must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C3 and relevant Construction Monitoring Programs required by Condition C8 have been approved by the Planning Secretary.**
The facility will not be established until the CEMP, sub-plans and relevant monitoring programmes are approved.

10. Assessment against CoA-A19(a) **Lunch sheds, office sheds, portable toilet facilities, and the like, that are not identified as an ancillary facility in the in the documents listed Condition A1, can be established where they satisfy the following criteria:** **(a) are located within the Construction boundary;**
N/A – assessment will occur under CoA-A17
11. Assessment against CoA-A19(b) **(b) have been assessed by the ER to have -** **(i) minor amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and** **(ii) minor environmental impact with respect to waste management and flooding, and** **(iii) no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.**
N/A – assessment will occur under CoA-A17

Risk Assessment

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		P X	C =	Risk		P X	C =	Risk	
Air Quality									
General construction works; site establishment, excavations	Dust created during set up and operation of the compound.	3	2	6	Implement the CEMP and sub-plans Toolbox team on dust generation within the compound	2	2	4	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition.
Exhaust from plant and equipment.	Emissions from plant resulting in air pollution.	2	2	4	Implement the CEMP and sub-plans Toolbox training on Dust and Air Quality Management. Well maintained plant/ equipment and pre-start checks and servicing. Non-complaint vehicles removed from site / repaired.	1	2	4	Review plant check list prior to operating on site. Undertake verification checks a required.
Noise									
Noise from general laydown use and works resulting in impact to residents.	Disturbance to residents or neighbouring businesses. Potential for complaints.	3	2	6	Implement the CEMP and sub-plans Toolbox training on noise generation – nearest residents are approximately 100m away on the other side of the rail line behind a cutting so noise impacts are expected to be minimal. Tempe High School is approximately 130m away on the other side of the rail line behind a cutting so noise impacts are expected to be minimal. The XPT Maintenance Centre is located approximately 70m – this is an industrial site and noise from laydown activities and office use will not impact on the facility. Respond to community enquiries and complaints in accordance with Sydney Metro requirements and Community & Stakeholder Manager (Sydney Metro), control measures as per Community Communication	2	2	4	Noise performance will be continually monitored as per the requirements of the Construction Noise and Vibration Management Plan. Although there is none expected, where high impact noise is required, it will be restricted to the conditions of EPL 21147 with respite periods implemented.

					Strategy (CCS) are to be implemented. Consult with the community in relation to upcoming activities that may result in concern. Monitor noise for compliance as the works progress at receiver locations. Provide periods of respite for high noise generating activities. Apply noise mitigation measures during entire project. Noise efficient equipment to be used on site.				
Noise from general laydown use and works required to be undertaken out of standard construction hours.	Disturbance to residents or neighbouring businesses with potential for complaints.	3	2	6	Implement the CEMP and sub-plans Toolbox training on noise generation Implement noise mitigation strategies for out of standard hours work. Monitor noise for compliance to project goals. Obtain Out of Hours Work Approval as required.	2	2	4	Noise performance will be continually monitored as per the requirements of the Construction Noise and Vibration Management Plan. Although there is none expected, where high impact noise is required, it will be restricted to the conditions of EPL 21147 with respite periods implemented.
Vibration									
Vibration intensive activities undertaken on the site such as vibratory rolling, etc.	Disruption, annoyance and nuisance to residents. Potential damage to adjacent residential and commercial residences and structures. Disruption to businesses as a result of vibration nuisance	1	1	1	No vibratory works will occur. Implement CEMP and sub-plans	1	1	1	N/A
Traffic & Access									
General construction traffic disturbing public access between local roads.	Disturbance to local residents due to traffic resulting in complaints being made, limited access, and potential for delays at local road	3	2	6	Implement the Construction Traffic Management Plan (CTMP) Deliveries of plant and materials shall be undertaken outside of peak periods where possible Site vehicles shall be parked within the rail corridor and not affect public parking areas	2	2	4	Complete regular toolbox talks on how to minimise impacts in relation to traffic.

	access points resulting in complaints.				Scheduled road movements shall be minimised where possible Oversized deliveries would be undertaken in accordance with the requirements of NSW Police or Roads and Maritime Services. Approved Traffic Management Plans in consultation with relevant authorities. Approved access routes, detailed Traffic Control Plans. Clear notifications / signage. Any vehicles will obey the road rules, including restrictions around school zones. Where possible, vehicles movements will be minimised during school zone restricted speed times. Vehicles will not park or idle within the school zone and will directly enter and leave site.				Undertake regular inspections of worksite and adjacent streets.
Management of heavy vehicles / access routes.	Complaints from sensitive receivers due to increased level and frequency of noise.	3	2	6	Implement the Construction Traffic Management Plan (CTMP) Deliveries of plant and materials shall be undertaken outside of peak periods where possible Site vehicles shall be parked within the rail corridor and not affect public parking areas Scheduled road movements shall be minimised where possible Oversized deliveries would be undertaken in accordance with the requirements of NSW Police or Roads and Maritime Services. Designated access routes. Approved Traffic Management Plans. Community Notifications. Pedestrian management with traffic controller in place where required.	2	2	4	Complete regular toolbox talks on how to minimise impacts in relation to traffic. Permits from local council and/or RMS
Pedestrian/Cyclist access	Loss or disruption of pedestrian and/or cyclist access around the project site due to utility works	2	2	4	Clear delineation of roadways for Sydney Trains staff Unlikely to impact public as the area is not publicly accessible	1	2	4	Regular inspections of work fronts

Landscaping, urban design and visual amenity									
Landscaping, urban design and visual amenity	Surrounding aesthetic temporary altered during construction Lighting towers used during out of hours works may spill on nearby residents Post-construction surfaces	2	3	6	Implement the SMC Visual Amenity Management Plan The work area shall be maintained in an orderly manner Lighting required during night works shall be directed towards the work area and are from adjacent sensitive receivers There are no sensitive receivers with the line of site to the compound due to the rail cutting Any land disturbed for the works will be restored to its prior state or, where appropriate, restored to a state that is in line with the approved urban design	1	3	3	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition.
Utilities									
Utility management	Service strike leading to environmental degradation	3	4	12	Develop and implement the Utilities Management Strategy in accordance with the Utilities Management Framework Implement a Permit to Disturb Induction and toolbox talks Detailed Site Survey to be managed by an appropriately qualified surveyor.	1	4	4	Permit to Disturb Service searching Detailed Site Survey management
Hazard and Risk									
Hazards and risk associated with utility works	Hazardous substances High risk works Exposure to radiation and electromagnetic fields	3	2	6	Work in accordance with the Safety Management Plan and relevant sub-plans Develop a Safe Work Method Statement (SWMS) for high risk works, works with hazardous substances. An occupational hygienist is review and supervise works as required. All dangerous goods to be stored within an appropriate container as per the CEMP.	2	2	4	Toolbox workers on requirements Undertake regular inspections
Heritage									
Non-aboriginal heritage	Impacts to build items and structures with heritage significance Impacts to areas of archaeological potential	1	3	3	Implement the Sydney Metro Unexpected Heritage Finds Procedure The Sydney Metro City & Southwest Chatswood to Sydenham Modification 4 Report states; There are no listed archaeological sites within or adjacent to the study area. Additionally, the study area is considered to have nil to low archaeological potential and / or significance due to high levels of previous ground disturbance	1	3	3	Toolbox workers on requirements Undertake regular inspections
Aboriginal heritage	Impacts to areas of archaeological potential	1	3	3	Implement the Sydney Metro Unexpected Heritage Finds Procedure	1	3	3	Toolbox workers on requirements

					The Sydney Metro City & Southwest Chatswood to Sydenham Modification 4 Report states that apart from the Sydney Metro Trains Facility South "No other sites of Aboriginal archaeological potential were identified in relation to the proposed modification."				Undertake regular inspections
Biodiversity									
Flora	Unauthorised clearing of vegetation Impacting on threatened species, threatened vegetation communities or fauna habitat	3	3	9	Identify all sensitive areas, sign post and demarcate Establish tree protection zones Note: Tree removal is not part of the scope, however if required, the measures within the CEMP will be implemented including; • Update Tree Report • Implement the Vegetation Removal and Trimming Permit system • An ecologist is to undertake a pre-clearance survey of all vegetation to be removed. • An ecologist is to be present during the removal of native vegetation or fauna habitat. • Landowners consent required if tree removal is proposed	1	3	3	Toolbox workers on requirements Undertake regular inspections
Fauna	Impacting on fauna	2	3	6	Implements the measures within the Construction Environmental Management Plan Implement a Vegetation Removal and Trimming Permit system Identify all sensitive areas, sign post and demarcate Establish tree protection zones An ecologist is to undertake a pre-clearance survey of all vegetation to be removed. An ecologist is to be present during the removal of native vegetation or fauna habitat.	1	3	3	Toolbox workers on requirements Undertake regular inspections
Soils and Contamination									
Soils and contamination	Encountering contamination Acid Sulphate Soils	3	4	12	Minimal excavation is expected (i.e.- scrapping stockpiles)– Works to occur in accordance with Construction Soil and Water Management Plan All waste is to be classified in Accordance with the Waste Classification Guidelines (NSW EPA, 2014)	1	4	4	Toolbox workers on requirements Undertake regular inspections

					Acid Sulphate Soils are to be managed in accordance with the Acid Sulfate Soil Manual (ASSMAC, 1998) An occupational hygienist is to provide guidance and, where appropriate, supervise works with contaminated soils or substances Remove any excess hazardous substances from services before relocating				
Soils and contamination	Waste management: sediment and/or contamination escaping from stockpiling area, non compliant spoil waste storage and disposal off site	3	4	12	Implement requirement of the CEMP, CSWMP and CWMRP; ERSED plan to be prepared prior to stockpiling Stockpiles to be classified in accordance to NSW EPA Waste Classification Guidelines, 2014 Stockpiles from areas of known contamination to be stockpiled on black plastic and separated from non-known contaminated areas Stockpiles to be located as far from culvert as possible	1	4	4	Toolbox workers on requirements Undertake regular inspections
Flooding									
Flooding	Flood waters impacting the laydown. Flood catchment volume reduced	1	2	2	Sydney Metro Flood modelling indicates that the proposed area is not subject to flooding in the 1%AEP event. The nearby channel has sufficient capacity. Items are not to be stored within overland flow paths such as drains and swales	1	2	2	
Community and Stakeholders									
Community	Impacts to the local community	1	2	2	The land is not publicly accessible. Use of the land will have no impact on the community. Additional traffic will be managed as per the CTMP and measures listed within the Traffic Aspect above	1	2	2	
Stakeholders	Impacts to Sydney Trains and XPT				The area will be used in agreement with Sydney Trains and the XPT – including any other measures agreed to mitigate impacts to Sydney Trains or XPT operations				
Erosion and Sediment Control									
Erosion and sediment control	Eroded materials entering local waterways Impacts to water quality within local waterways	3	2	6	Implement CEMP and sub-plans Erosion and Sediment Control Plan to be toolboxed to team	2	2	4	Inspections Pre-rainfall inspections
Waste									

Waste Spoil	Incorrect disposal	3	2	6	Implement CEMP and sub-plans Classify waste in accordance with NSW EPA Waste Classification Guidelines	2	2	4	Inspections
Waste Materials	Poor housekeeping Waste storage	3	2	6	Implement CEMP and sub-plans Supply appropriate number of bins Segregate waste as appropriate, unless waste contractor utilises a sorting facility	2	2	4	Inspections

Environmental Risk Assessment Rankings

This table may be used as a guide in determining the level of risk for each environmental issue.

For each identified issue, consider the 'maximum credible' (not absolute worst case) risk that could result with **minimal or no controls** other than existing and using normal construction practices.

Note: Any one of the listed consequences must result in the use of the applicable consequence grading.

Probability:		Consequence:
	5 = Certain 4 = Likely 3 = Possible 2 = Unlikely 1 = Rare	5 = Severe 4 = Major 3 = Moderate 2 = Minor 1= Incidental
1- 4 Acceptable 5 - 9 Acceptable with control measures 10 - 16 Requires the implementation of best practice 17 and Above = UNACCEPTABLE		

Likelihood (Probability and Frequency of Occurrence)			Consequence (Outcome or Severity of Occurrence)		
5	Certain	Common or repeating occurrence Consequence can reasonably be expected to occur in life of Project.	5	Severe	• Major pollution incident causing significant and widespread damage or potential to health or the environment • Persistent reduction in ecosystem function and value. • Ongoing disruption and loss of protected species. • Major prosecution likely, outcome in excess of $500,000
4	Likely	Known to have occurred / "has happened" Conditions may allow the consequence to occur on the Project during its lifetime The event has occurred within the Business Unit within the previous 5 years.	4	Major	• Significant widespread and persistent changes to habitat, species or environmental media • Significant pollution incident causing damage or potential damage to health or the environment external to the site. • Potential for prosecution. Potential outcome between $50,000 - $500,000 • Numerous substantial complaints • Actual material environmental harm
3	Possible	Could occur / "heard of it happening" Exceptional conditions may allow consequences to occur on the Project, or has occurred nationally within the Australian Business.	3	Moderate	• Localised irreversible habitat loss or effects on habitat, species or environmental media • Reportable incident to the relevant environmental regulator or other authority. • Demonstrated breach of legislative, licence or guideline requirements. • Likely infringement notice or fine, potential for prosecution up to $50,000. • Will cause complaints.

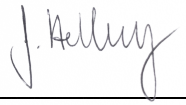
2	Unlikely	Not likely to occur Reasonable to expect that the consequence will not occur on the Project. Has occurred in industry but not in Business Unit.	2	Minor	• Localised degradation of habitat or short term impacts to habitat, species or environmental media. • Pollution incident that marginally exceeds licence conditions or guidelines for acceptable pollution. • Fine unlikely. • Potential for complaints.
1	Rare	Practically impossible Not known to have occurred in industry or unheard of.	1	Incidental	• Localised or short term effects on habitat, species or environmental media. • Fully contained on site and can be fully remediated. Little potential for fine or complaints. • Insignificant or trivial incident

Probability ► ▼Consequence	CERTAIN 5	LIKELY 4	POSSIBLE 3	UNLIKELY 2	RARE 1
5 – Severe	25	20	15	10	5
4 – Major	20	16	12	8	4
3 – Moderate	15	12	9	6	3
2 – Minor	10	8	6	4	2
1 – Incidental	5	4	3	2	1

Endorsement

Prepared by	Lucas Dobrolot
Signature	
Date	05/09/2023

Environmental Representative Endorsement

Prepared by	Jo Heltborg
Signature	
Date	21/9/2023

Details of any conditional approval
NA

Appendix A – Map

Appendix B – Supporting Documentation

(if required)