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	Punchbowl Minor Ancillary Facility
Location	Access from The Boulevard, Punchbowl
Prepared By	Zhengyi Zhang
Revision	Rev03
Date required by	30/05/2021 (already approved –update to extend the timeframe of the Minor Ancillary Facility)

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

JHLOR intends to establish a minor ancillary facility (MAF) at the western (Country) end of the Southwest Metro Corridor Project, within the rail corridor at Punchbowl. A minor ancillary facility in this location will reduce unnecessary travel for staff and workers undertaking works on the western end of the project.

The facility will be located opposite 150 The Boulevarde, Punchbowl. A map of the facility is included in Appendix A.

The proposed MAF will include;

- Office shed
- Lunch shed
- Ablution block (including effluent tank)
- Generator (until mains power can be connected)
- Lighting tower (until mains power can be connected or for support during possessions)

It is noted that shipping containers (with tools and miscellaneous construction items) and other material laydown may also occur in the vicinity.

If possible JHLOR would intend on connecting the MAF to mains power, sewer and water. This would include connecting to utilities on The Boulevard. It is noted that Ausgrid approval for utility connections may take several months to gain approval. JHLOR would use a generator and lighting tower(s) at the site during out of hours works prior to mains power supply.

The area to be used is within the Construction boundary as per the documents listed under SSI_8256 CoA-A1, however the area is not identified as compound area within the SPIR. It is noted that the location of the MAF was originally planned for the area directly to the north on the Up main cess. This area is pre-approved for compounds. However, due to overhead wire restrictions and combined service route to be installed within the area it was deemed unsuitable.

Approximately 20 people may pre-start from the site at each shift. Generally, the site will be manned by 2 or 3 people mid-shift.

The site will be used during standard hours through-out the week but will be used outside of standard hours during possessions and other out of hours works permitted under the EPL 21147.

Due to the small size of the facility, JHLOR propose that the facility be assessed under CoA-A19 – Minor Ancillary Facilities.

2. Landowner details
Railcorp
3. Timeframe
The facility will be installed upon endorsement of this document and will remain in place until the end of the project (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 facility is a Minor ancillary facility and as such should be assessed under CoA-A19
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 facility is a Minor ancillary facility and as such should be assessed under CoA-A19
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 facility is a Minor ancillary facility and as such should be assessed under CoA-A19
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 facility is a Minor ancillary facility and as such should be assessed under CoA-A19
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.**
N/A – the proposed facility is a Minor ancillary facility and as such should be assessed under CoA-A19
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 CEMP, sub-plans and monitoring plans have been 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;**
The facility is located within the project boundary at Punchbowl – Refer to Appendix A - Maps
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.

(i) Minor amenity impacts;

Noise and Vibration –

JHLOR have undertaken noise monitoring under a number of scenarios (refer Appendix B). This includes noise levels associated with the operation of the proposed down main compound prior to and after the mains supply power has been established. For comparison, JHLOR has also investigated the same main power supply/no main power supply for the same compound located on the pre-approved up main.

Scenario	Night-time RBL Exceedance (at closest resident)	Daytime RBL Exceedance (at closest resident)
Down – power not in place	19dBA	7dBA
Up – power not in place	20dBA	8dBA
Down – power in place	17dBA	6dBA
Up – power in place	18dBA	6dBA

*These noise levels are conservative and do not take into account and shielding around generators or lighting towers that JHLOR would have in place.

The MAF would be in operation on a daily basis during standard construction hours. The generator may be switched on prior to 7am and after 6pm to allow sign-in/sign-out. The modelling above represents the worse case scenario and does not include any attenuation from the sheds or other screening in place. The site would also be used during possession works (i.e. outside of standard working hours).

The noise modelling indicates that the noise levels would not exceed daytime noise management levels. Night time management levels would be exceeded under the worst case scenario– as such screening should be utilised. JHLOR would also power external lights at the compound by the generator (or mains power) rather than a lighting tower. With screening in place and generator powered lighting at the compound all properties would be subject to 5dbA or less above RBL. Without these measures 137-170 The Boulevard, 32A-34 Rosemont St, 19 Dudley Street and 22-33 Urunga Parade (about 29 properties in total) would be subject to noise levels greater than 5dBA above the night time RBL.
During possessions works would only occur in accordance with the conditions within the JHLOR EPL 21147 and additional mitigation would be applied as per the Sydney Metro Construction Noise and Vibration Strategy.
It is noted that a comparison of the proposed compound on the down main and a similar compound on the pre-approved up main would result in similar noise impacts. As such, impacts associated with this compound would be consistent with that already approved, the impacted receivers would be different.

Some minor vibratory works may be undertaken to stabilise the area. This would not impact any heritage item or nearby structures. It would be unlikely that vibration would impact human comfort for nearby receivers.

Traffic – some additional traffic will enter site as workers access the area for sign-on/sign off. This impact is expected to be intermittent and of a short duration. The access is used by Sydney Trains on a regular basis and is therefore consistent with the current use. Parking will occur inside the rail

(ii)	corridor where possible. Some street parking may be used for short durations. The compound is located away from Stations and town centres and as such there is ample capacity. Impacts would be consistent with a compound set up on the pre-approved up main cess area. Dust and odour – Minimal dust generation is expected to occur – vehicles will travel slowly within site, minimising dust as much as possible. Where dust is generated due to high winds a watercart will be used for dust suppression. Although there may be some localised odour associated with the ablution block, due to the distance to the nearest receivers (about 40m) and the open nature of the area, odour impacts are unlikely Visual impacts – the site will be visible to residents on the Boulevard. There will be some screening by trees. JHLOR would put shade cloth on the boundary fence to provide additional screening, in accordance with CoA-A20. Site sheds and associated light vehicles are used regularly within the rail corridor, as such these impacts are consistent with an industrial setting. The lighting tower will be installed so that light is pointed towards the ground, minimising light spill to local receivers. Lighting towers would be used at pre-start on occasion (during winter months if light levels are low). Light towers would also be used during possession and out of hours works. Waste - Minimal waste is expected to be generated. Waste will consist of office waste and food waste. Any waste will be collected in bins and brought back to the SSJ office skips for disposal. Where possible the ablution block would be connected to sewer mains. Where this is not possible an effluent tank would be installed. Effluent from the effluent tank would be removed at regular intervals to a licenced waste facility. Flooding – Arcadis have produced flood modelling for the area (refer to Appendix B). The Flood model for the 1%AEP+10% Climate change impacts indicates that flooding in the location of the proposed buildings would be nil. The MAF will not be located within any overland flow paths. Biodiversity – No trees, plants or habitat features will be impacted during the site set-up. If required, some weeds may be cleared in the immediate vicinity of the MAF. Tree protection will be set up for any trees on the boundary of the compound area. If tree removal or trimming is required any trees impacted will be included within the tree report prior to removal or trimming. Soil and Water – There is no known contamination within the area. The unexpected finds procedure would apply. The MAF is not expected to generate any erosion and sediment control issues. An Erosion and Sediment Control Plan for the area would be developed. Public roads in the vicinity of the access track will be monitored and a street sweeper utilised if any dirt tracking was to occur. Heritage items – There are no known indigenous or non-indigenous heritage items or archaeological areas within the vicinity of the proposed MAF location. The unexpected finds procedure will be utilised.

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 Possession pre-start brief to include air quality management	2	2	4	Undertake inspection 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 Possession pre-start brief to include 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 as 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 Possession pre-start brief to include noise management Respond to community enquiries and complaints in accordance with Sydney Metro requirements and Community & Stakeholder Manager (Sydney Metro), control measures as per Community Communication 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. Apply noise mitigation measures during entire project. Noise efficient equipment to be used on site.	2	2	4	Noise monitoring

					Turn off generator and other plant and equipment when not is use (including overnight outside of possession periods).				
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 Possession pre-start brief to include noise management 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 and apply additional mitigation measures, e.g. respite or AA to impacted residents as per the requirements of the CNVS. Turn off generator and other plant and equipment when not is use	2	2	4	Noise monitoring
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	Minor vibratory works may occur. Implement CEMP and sub-plans	1	1	1	Notifications to local community prior to MAF installation.
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 access points resulting in complaints.	3	2	6	Implement the Construction Traffic Management Plan (CTMP) Possession brief to include traffic management Deliveries shall be undertaken outside of peak periods where possible Site vehicles shall be parked within the rail corridor and not affect public parking areas where possible Scheduled road movements shall be minimised where possible 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.	2	2	4	Undertake inspection 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 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 (none expected for these works). 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	There is a clear line of sight at along the road verge when leaving the access track.	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 away from adjacent sensitive receivers 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 inspection 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	Implement the Permit to Excavate process Implement the Utility Management Strategy where required	1	4	4	
Hazard and Risk									

Hazards and risk associated with utility works	Hazardous substances High risk works Exposure to radiation and electromagnetic fields	2	2	4	Work in accordance with the Safety Management Plan and relevant sub-plans No dangerous goods are expected to be stored at the MAF. Where storage of hazardous chemicals is required a chemical storage cabinet (or equivalent) will be in place. The chemical storage cabinet will have bunded storage capacity of 110% of the capacity of the largest stored container.	1	2	2	
Effluent	Effluent spills	2	2	4	High level alarm of effluent tank Cut-off valve for water supply connected to effluent tank – water cuts off when tank is full Effluent spill kit to be maintained within the vicinity	1	2	2	
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	1	3	3	Induction includes Unexpected Heritage Finds Procedure
Aboriginal heritage	Impacts to areas of archaeological potential	1	3	3	Implement the Sydney Metro Unexpected Heritage Finds Procedure	1	3	3	Induction includes Unexpected Heritage Finds Procedure
Biodiversity									
Flora	Unauthorised clearing of vegetation Impacting on threatened species, threatened vegetation communities or fauna habitat	2	3	6	Implements the measures within the Construction Environmental Management Plan Include Trees within the tree report where they are to be trimmed or removed (none expected to be removed as part of this work) 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 native vegetation to be removed. An ecologist is to be present during the removal of native vegetation or fauna habitat.	1	3	3	Undertake inspection

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	Undertake inspection
Soils and Contamination									
Soils and contamination	Encountering contamination Creating contamination through utility works Acid Sulphate Soils	3	4	12	No excavation is expected – Works to occur in accordance with Construction Soil and Water Management Plan Implement the unexpected finds procedure There are no Acid Sulphate Soils within the area	1	4	4	Inspect area for signs of surface contamination
Flooding									
Flooding	Flood waters impacting the office and laydown. Flood catchment volume reduced	1	2	2	Arcadis flood modelling indicates that the proposed area is not subject to flooding in the 1%AEP event. 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 is unlikely to have impact on the community. Additional traffic will be managed as per the CTMP and measures listed within the Traffic Aspect above Noise and vibration and potential visual impacts will be managed as per corresponding sections of this risk register	1	2	2	
Stakeholders	Impacts to Sydney Trains	1	2	2	The area will be used in agreement with Sydney Trains– including any other measures agreed to mitigate impacts to Sydney Trains operations	1	2	2	
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 requirements to be included in possession brief	2	2	4	Inspections Pre-rainfall inspections

Waste									
Waste Spoil	Incorrect disposal	1	1	1	Where possible spoil is to be re-used on-site All waste to be classified in accordance with the *NSW Waste Classification Guidelines*	1	1	1	Inspections
Waste Materials	Spread of litter Waste to landfill reducing capacity	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
Generation of effluent from portable toilet facilities or effluent tank	Contamination of soil from leaks or spills Odour	3	2	6	Construction team to organise regular emptying or replacement of any effluent tank Construction team to monitor storage levels within any effluent tank A high level alarm and water cut-off valve would be installed on any effluent tank Any leaks are to be reported immediately	2	2	4	

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.

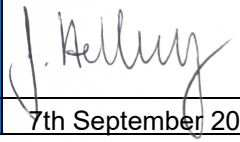
2	Unlikely	Not likely to occur Reasonable to expect that the consequence will not occur on the Project. Has occurred in industry but not in Business Unit.	2	Minor	• Localised degradation of habitat or short term impacts to habitat, species or environmental media. • Pollution incident that marginally 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

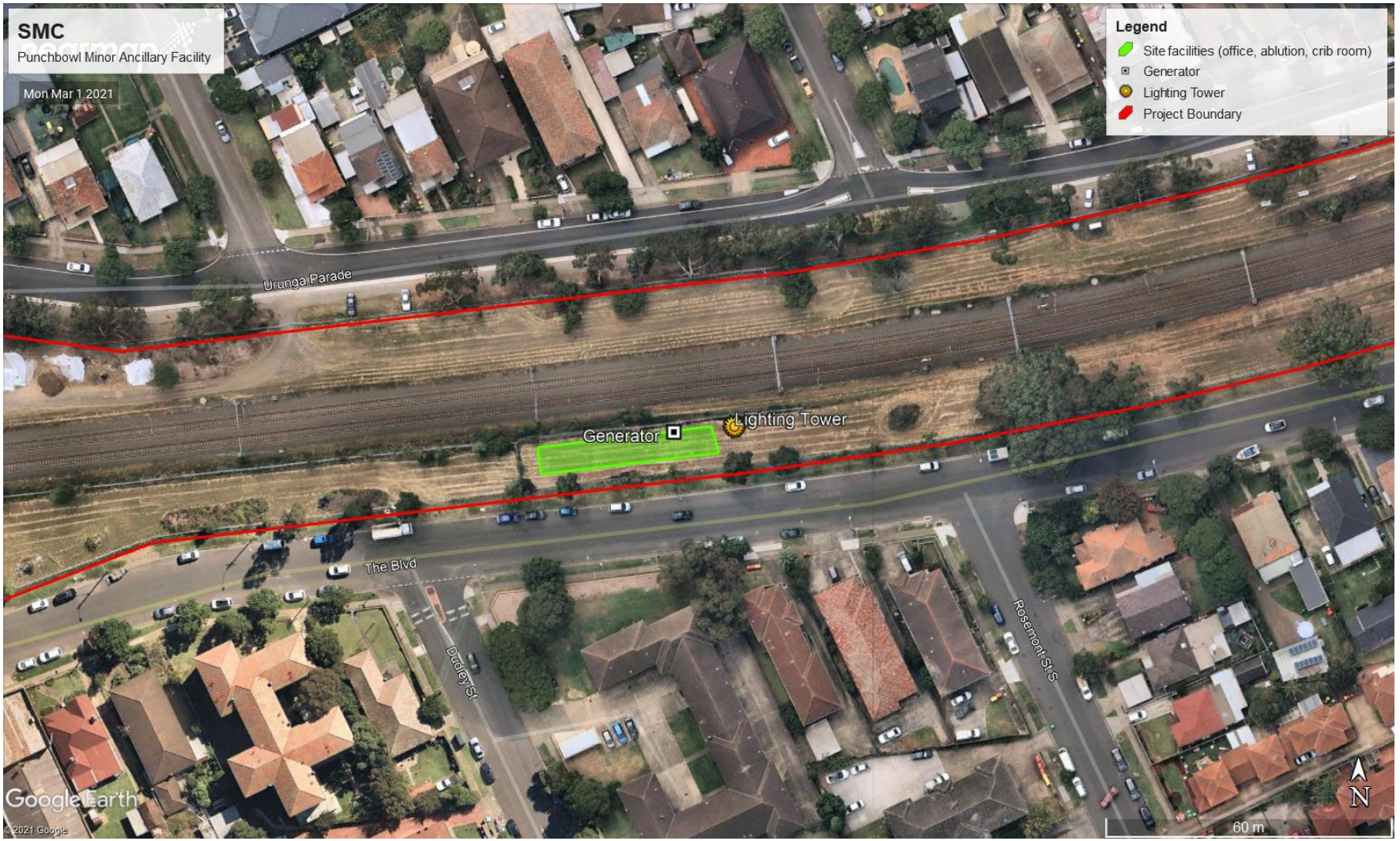
Prepared by	Zhengyi Zhang
Signature	
Date	12/08/2022

Environmental Representative Endorsement

Prepared by	Jo Heltborg
Signature	
Date	7th September 2022

Details of any conditional approval

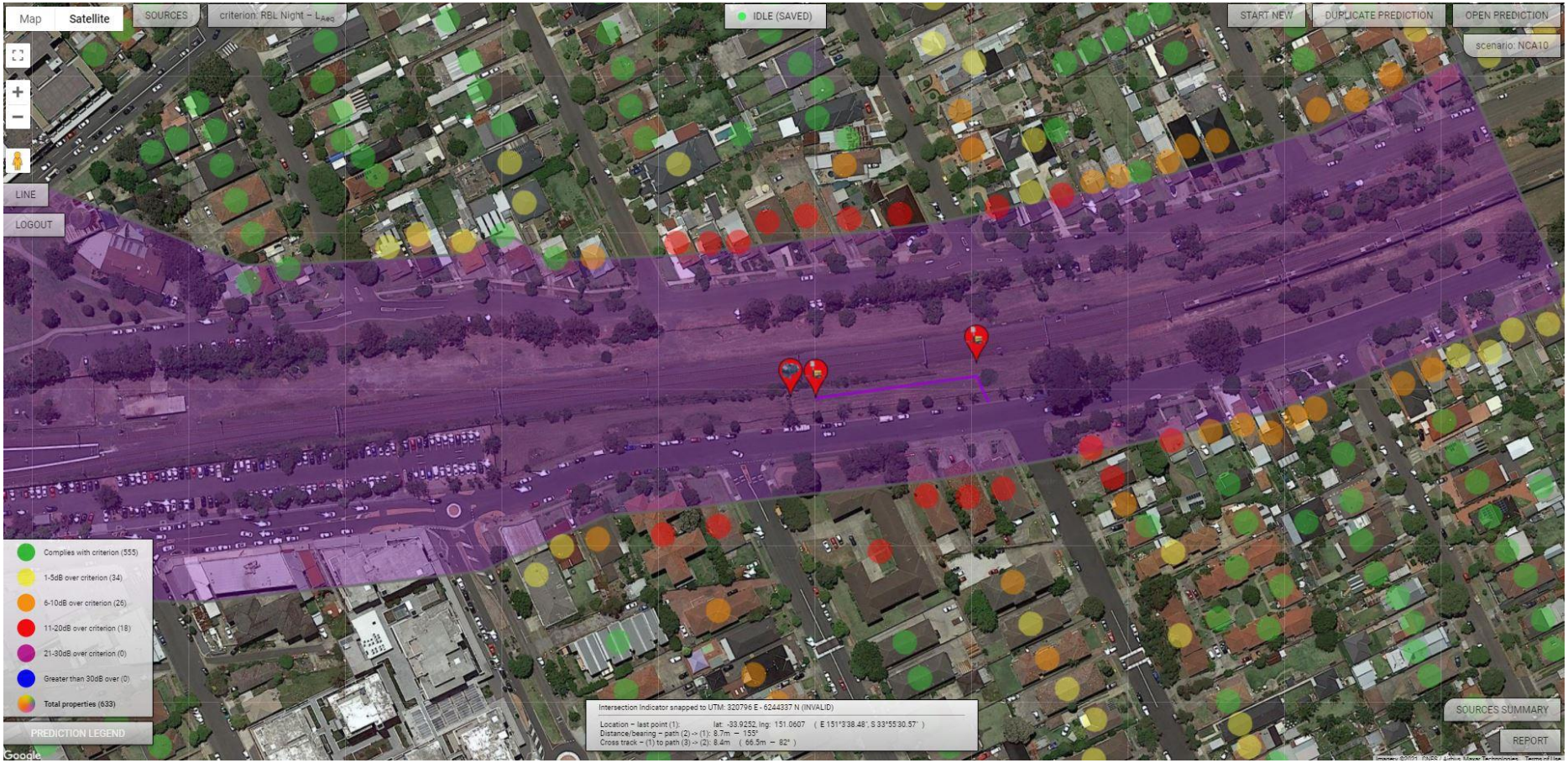
Appendix A – Map



Appendix B – Supporting Documentation

Noise Assessment

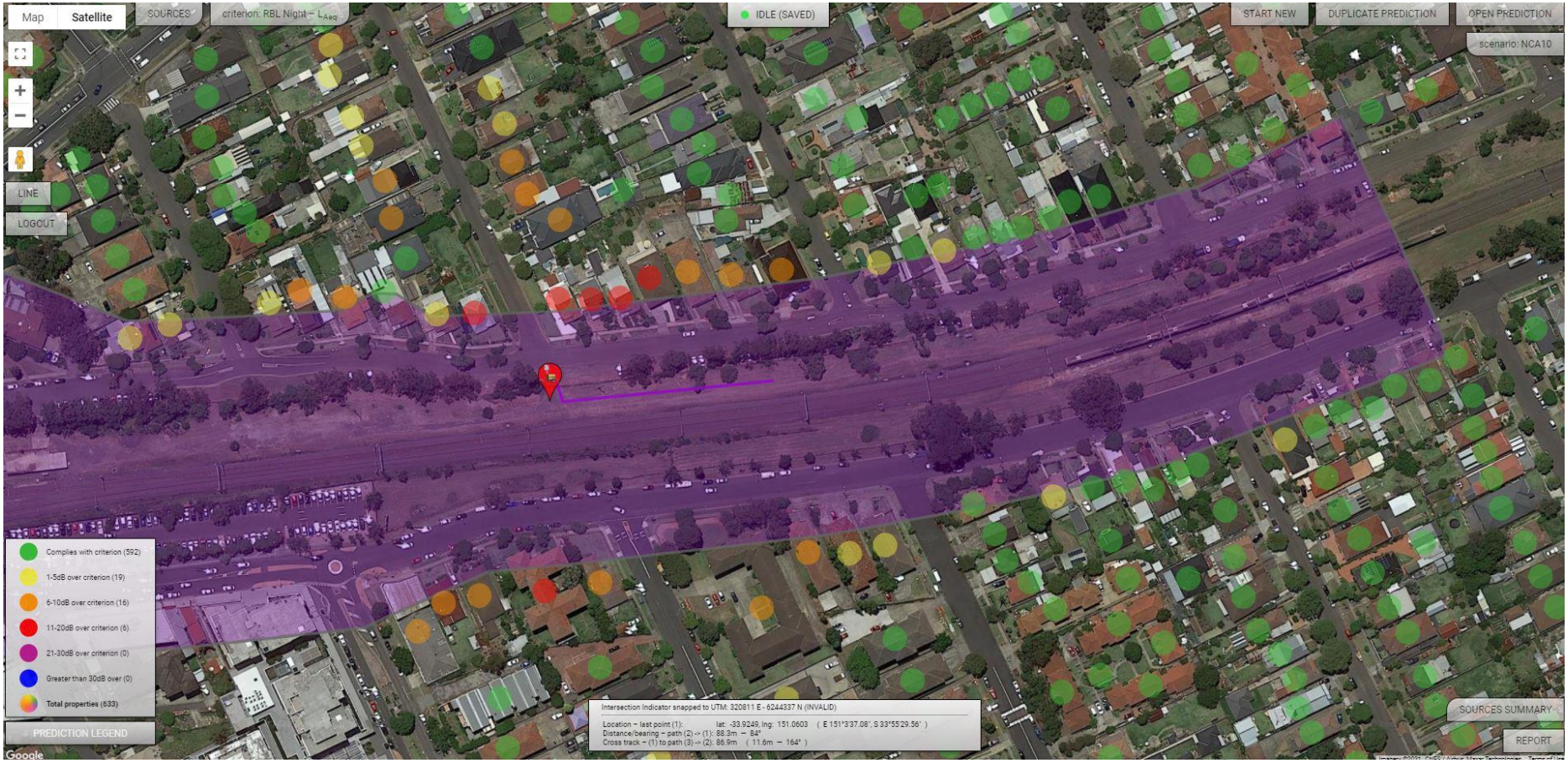
Down Main – Night no mains power (utes, generator and light towers)



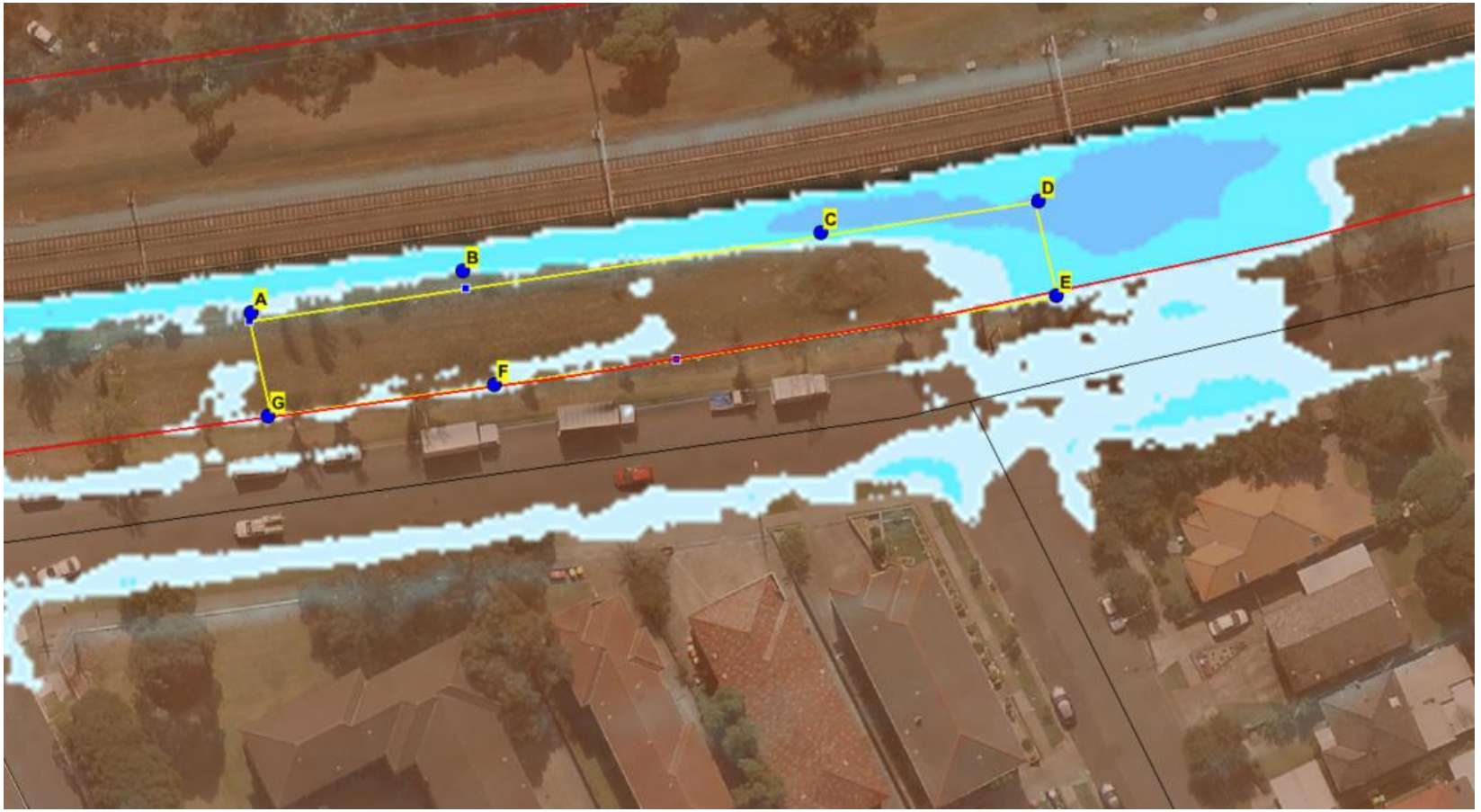
Up Main – Night no mains power (utes, generator and light towers)

Down Main – Night mains power (utes and light tower)

Up Main – Night mains power (utes and light tower)



Flood Modelling 1% AEP + 10% Climate change



ID	Flood Level	Depth
A	36.44	0.03
B	36.17	0.13
C	36.20	0.50
D	36.20	0.53
E	36.20	0.11
F	37.19	0.06
G	37.50	0.04