

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 CSSI 8256, specifically Condition of Approval A19 and to assess environmental risk factors of a minor construction Ancillary Facility. Under the CSSI 8256 and Ancillary Facility is defined as:

“A temporary facility for Construction of the CSSI such as an office and amenities compound, construction compound, material crushing and screening plant, materials storage compound, maintenance workshop, testing laboratory or material stockpile area.”

Assessment Name	Belmore – Office and container
Location	Belmore, C9 area within Project Boundary
Prepared By	Mark Trethewy
Revision	Rev1
Date required by	31/12/2022

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

Belmore:

The proposed minor ancillary facility will be located within the existing Rail Corridor and within the existing Project Boundary. This location is denoted as the Project compound “works area” for Belmore and is situated behind the Rail Corridor access gate at Tobruk Avenue car park. The location is currently part of the approved Project area for the purposes of the construction of the CSSI 8256.

Downer will install a satellite minor ancillary facility to support the delivery of the MSB works, consisting of:

- 1x Office block
- 1x Storage container

The location nominated in Appendix A details the facility location within the Project Boundary and inside the Rail corridor.

Belmore:

Approximately 5-10 staff members will use the facility at any time. The area will generally be used during standard construction hours. Any use outside of standard construction hours will be subject to an OOHW approval. These facilities were not identified as ancillary facilities under documents listed in CoA A1 and are regarded as Minor Ancillary Facilities under CoA A19 as they are within the Construction boundary, the ancillary facilities will have minor amenity and environmental impacts and no impacts to biodiversity, soil and water, and heritage items.

2. Landowner details

Railcorp

3. Timeframe

The facility will be established in June 2021 and will be in place until Project

completion.

4. Assessment against CoA – A19

CoA A19 states:

Lunch sheds, office sheds, portable toilet facilities, and the like, that are not identified as an ancillary facility in the documents listed Condition A1, can be established where they satisfy the following criteria:

- (a) are located within the Construction boundary; and

The ancillary facility is located within the Construction Boundary as detailed above and shown in Appendix A.

(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

Noise: *impacts are consistent to the Project Construction Noise and Vibration Management Plans and Project Construction Noise and Vibration Impact Assessment. The use of the lunchroom, office block would not present any cumulative increase in noise impacts as assessed for the construction activities of the MSB and not present any dominant noise source.*

Traffic and Access: *The impacts to traffic and access are negligible, the use of the lunch shed and office blocks inside the Project boundary will not increase the number of individuals on site, alter any access or create additional on street parking. The delivery of the shed will be conducted during Standard Hours on one tilt tray. This is not considered to cause any impact to local traffic and or access.*

Dust and Odour: *the lunch shed and office blocks do not create any dust impact as they do not involve any ground disturbance.*

Visual and light spill: *the visual impacts shall be minimised through the placement of the office block out of direct line of sight from all residents at Belmore. Light spill shall be managed during out of hours works as part of the relevant Out of Hours Works application and the Project Visual Amenity Management Plan. Any lighting required of the lunch shed would only be used under an Out of Hours Scenario and be non-directional to any receivers.*

(ii) minor environmental impact with respect to waste management and flooding, and

The waste from the office block and lunchroom is consistent with and shall be managed in accordance with the Project Construction Environmental Management Plan, Waste Procedures. The office block and lunchroom shall all be on stilts removing any impact or risk to flooding.

(iii) no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.

Biodiversity: no impacts as the office block, lunchroom and Portaloo shall be placed on existing stabilised grounds.

Soil and Water: no impacts as the ancillary facilities (office block and lunchroom) shall be placed on existing stabilised grounds and the installation involves no ground disturbance.

Heritage items:

The office block is located within an area of “nil to low potential– unlikely to reach threshold for local significance” (HMP), it is also outside of the Belmore SHR Curtilage. The office block will involve no ground penetration. Due to this, no physical or visual impacts to any heritage items as a result of placing an office block will occur.

The location of the office block and lunch shed is outside of the Section 170, LEP and State Heritage curtilages for Belmore Station (as shown in Appendix B). The proposal is within an area of “Nil to low” archaeological potential (as shown in Appendix D). The area is on the other side of the rail corridor to an area of Potential Archaeological Discovery (PAD) (as shown in Appendix D,) thus presenting no risk. This area is protected by temporary fencing which will remain in place until the end of construction in the MSB area. The proposal will not impact the PAD. As such it is consistent with the heritage impacts assessed in the EIS.

Refer to Appendix E for a risk matrix detailing potential risk associated with the proposal and mitigation measures that will be implemented to manage the identified risks.

Endorsement

Prepared by	
Signature	
Date	24/11/2022

Environmental Representative Endorsement

Prepared by	Endorsed By	Brett McLennan
Signature		
Date	25 November 2022	

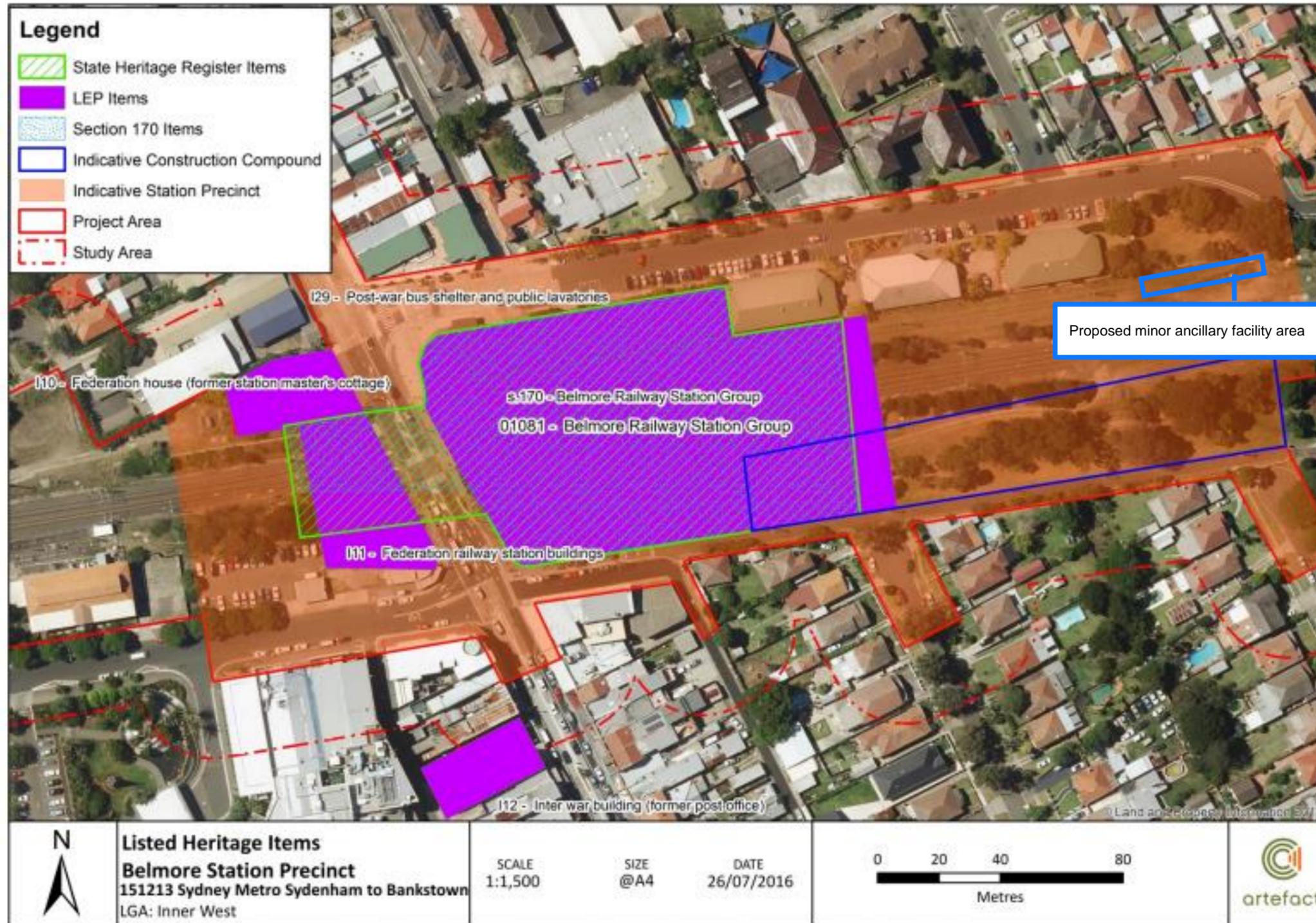
Details of any conditions of approval:

Nil additional from previous endorsements.

Appendix A – Belmore



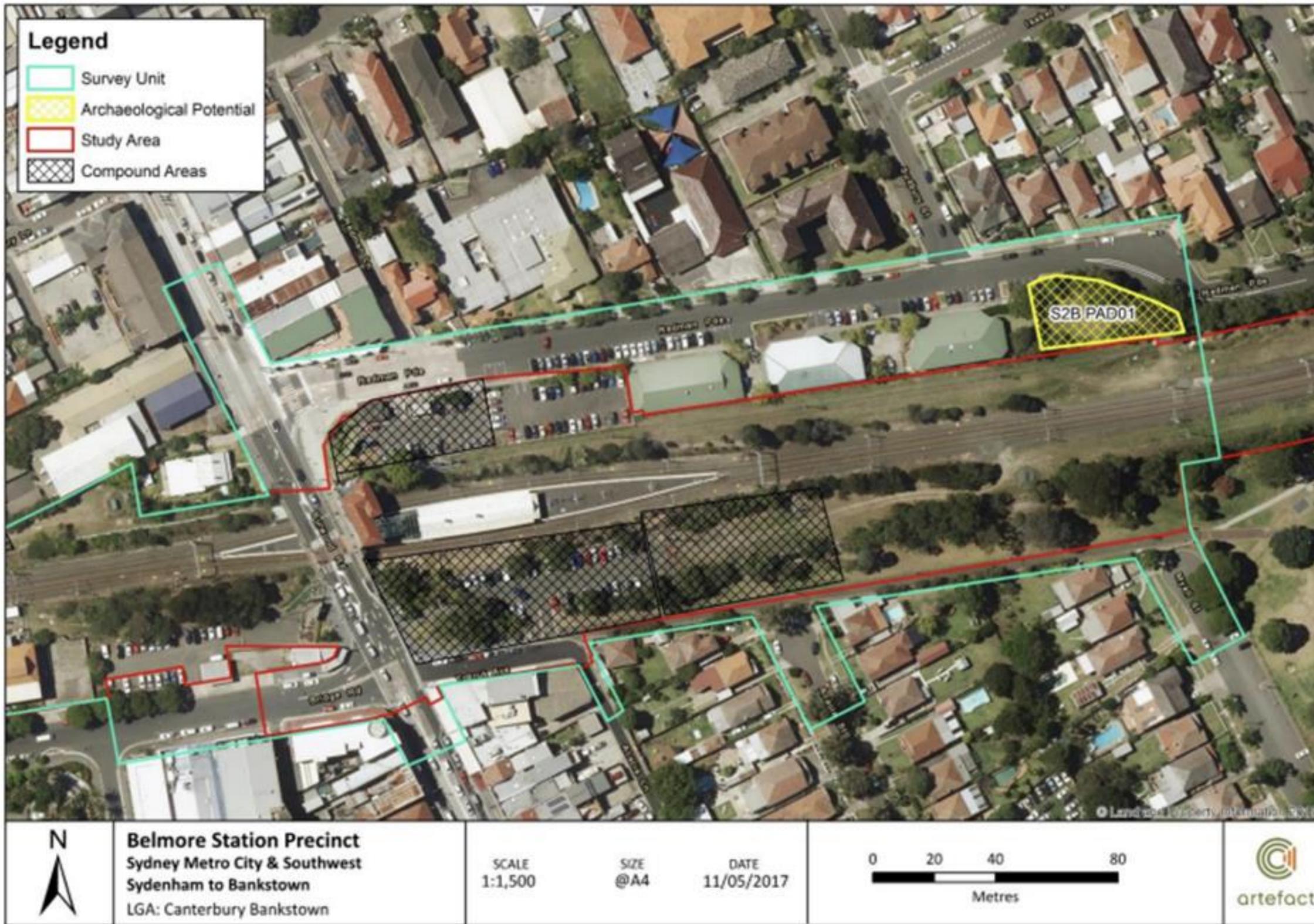
Appendix B – Heritage curtilage of Belmore Station and MSB



Appendix C – Archaeological Potential of the area around Belmore Station and MSB



Appendix D – Potential Archaeological Discovery Area Redman Parade



Appendix E – Risk Assessment

INSTRUCTIONS
<ul style="list-style-type: none"> Category column: Technical = T Schedule = S Cost = C Consequence column: Value 1-6 Likelihood: Rare, Unlikely, Possible, Likely, Almost Certain, Certain. Risk Rating: Low Risk = D, Moderate Risk = C, Significant Risk = B, Major Risk = A

SECTION 1 – RISK MANAGEMENT REPORT

Project Name	Proposed Minor Ancillary Facility on Redman Parade, Belmore		
Prepared by:	James Allsop	Date:	27 September 2021

SECTION 2 – SECTION HEADING

Risk	Category	Consequence	Likelihood	Risk rating	Mitigation/comment/contingency/treatment	Residual risk rating		
						Consequence	Likelihood	Residual risk rating
Noise								
Airconditioning noise	T	2	Possible	C	<ul style="list-style-type: none"> Where possible point air-conditioning units towards the rail corridor Ensure the air conditioning units are properly fitted Ensure the air-conditioning units are well maintained and do not emit excessive noise Turn air-conditioning units off when the ancillary facility is not in use 	1	Unlikely	D
Traffic and Access								
Construction Traffic	T	2	Likely	C	<ul style="list-style-type: none"> Schedule deliveries so that vehicles are not parked on local streets waiting entry into the site 	1	Possible	D
Dust and odour								
Odour from generator exhaust	T	2	Possible	C	<ul style="list-style-type: none"> Ensure generator is sufficiently sized for its purpose Ensure generator is well maintained Direct the exhaust from the generator away from residential receivers 	1	Rare	D
Smoke from generator exhaust	T	2	Possible	C	<ul style="list-style-type: none"> Ensure generator is sufficiently sized for its purpose Ensure generator is well maintained Direct the exhaust from the generator away from residential receivers 	1	Rare	D
Odour from waste	T	2	Possible	C	<ul style="list-style-type: none"> Supply appropriate number of bins Have the bins emptied regularly Have the bins cleaned as required Segregate waste as appropriate, unless waste contractor utilises a sorting facility 	1	Rare	D

Visual impact and light Spill								
Lighting from ancillary facility impacting residents	T	1	Unlikely	D	<ul style="list-style-type: none"> Have the offices and lunchrooms fitted with blinds Turn off all lighting when the ancillary facility is not in use 	1	Rare	D
Lighting from ancillary facility impacting train drivers	T	2	Unlikely	D	<ul style="list-style-type: none"> Have the offices and lunchrooms fitted with blinds Turn off all lighting when the ancillary facility is not in use 	1	Rare	D
Visual impacts of the amenities	T	2	Possible	C	<ul style="list-style-type: none"> Attach Sydney Metro branded Banner Mesh to the fencing Ensure that the portable buildings used in the proposal are clean and well maintained Remove graffiti as soon as practicable 	1	Unlikely	D
Biodiversity								
Increased vermin	T	2	Possible	C	<ul style="list-style-type: none"> Clean the site regularly 	1	Unlikely	D
Soil and Water								
Chemical spills	T	3	Possible	C	<ul style="list-style-type: none"> Have an appropriately sized spill kit on site 	2	Unlikely	D
Cultural Heritage								
Impacts to Aboriginal Heritage Items	T	4	Unlikely	D	<ul style="list-style-type: none"> No works are to be undertaken in S2B PAD001 Comply with Sydney Metro and Downer unexpected Heritage Finds Procedures 	4	Rare	D
Impacts to non-Aboriginal heritage item	T	1	Rare	D	<ul style="list-style-type: none"> The proposal is outside of the heritage curtilage of Belmore Station. The proposal is in an area of "Nil to Low" potential for archaeological discovery Comply with Sydney Metro and Downer unexpected Heritage Finds Procedures 	1	Rare	D

Consequence Rating

Rating	Financial	Time	Client / Reputation	Zero Harm
6	>100% of Gross Margin	• >20% Schedule over-run unrecoverable.	<ul style="list-style-type: none"> • Total loss of stakeholder and customer support • High profile adverse press • Loss of sector presence/ relevance; or • Complete loss of trust by affected community. 	<ul style="list-style-type: none"> • Fatalities or significant irreversible effects to more than one person; or • Catastrophic widespread impact on the environment resulting in irreversible damage.
5	70 – 100% of Gross Margin	• 10-20% Schedule over-run unrecoverable.	<ul style="list-style-type: none"> • Departure of Divisional Executives • Short term impact on share-price • Customer terminates contract • Nation-wide press • Erosion of relevance/ significance in the sector • Significant opportunity jeopardised; or • Prolonged community outrage. 	<ul style="list-style-type: none"> • Single fatality or severe irreversible disability to one or more persons; or • Significant impact or serious environmental harm.
4	• 40 -70% of Gross Margin	• 5-10% Schedule over-run unrecoverable.	<ul style="list-style-type: none"> • Customer registers strong concern and threatens contract termination • State-based media reporting • Potential future opportunities opened up to competitors; or • Long term community irritation that requires management attention. 	<ul style="list-style-type: none"> • Moderate irreversible disability or impairment to one or more persons; • Lost Time Injury > 28 days; or • Significant impact or material harm on the environment; or • an environmental notifiable incident.
3	20 – 40% of Gross Margin	• < 5% Schedule over-run	<ul style="list-style-type: none"> • Customer complains strongly • Local media reporting; or • Short term community unrest and dissension. 	<ul style="list-style-type: none"> • Lost Time Injury; • Moderate or material environmental harm; or • An environmental notifiable incident.
2	5 – 20% of Gross Margin	• Schedule slippage without impact to critical path; some operational costs will be incurred to recover.	<ul style="list-style-type: none"> • Customer aware and affected; or • Community complaint requiring intervention. 	<ul style="list-style-type: none"> • Medical Treatment Injury; or • Minor impact on the environment.
1	• <5% of Gross Margin	• Short term schedule slippage without impact to critical path.	<ul style="list-style-type: none"> • No visible impact on the customer or Downer's reputation; or • No community complaint. 	<ul style="list-style-type: none"> • First aid case or less or near miss; or • Negligible impact on the environment.

Likelihood Rating

Rating	Criteria
Almost Certain	<ul style="list-style-type: none"> ▪ Greater than or equal to 80% probability, or ▪ Expected to occur in most circumstances, or ▪ Likely to occur multiple times throughout a project.
Likely	<ul style="list-style-type: none"> ▪ Greater than or equal to 50% and less than 80% probability, or ▪ Probable that it will occur in most circumstances, or ▪ Possible to occur in a project, has occurred in similar projects.
Possible	<ul style="list-style-type: none"> ▪ Greater than or equal to 20% and less than 50% probability, or ▪ Might occur, has occurred before, or ▪ Has occurred in a minority of similar projects.
Unlikely	<ul style="list-style-type: none"> ▪ Greater than or equal to 5% and less than 20% probability, or ▪ Could occur, or ▪ Has not occurred in similar projects but could occur.
Rare	<ul style="list-style-type: none"> ▪ Less than 5% probability, or ▪ Exceptionally unlikely, even in the longer term, or ▪ A “100-year event”.

Risk Rating

		Likelihood				
		Rare	Unlikely	Possible	Likely	Almost Certain
Consequence	6	B	B	A	A	A
	5	C	B	B	A	A
	4	C	C	B	B	A
	3	D	C	C	B	B
	2	D	D	C	C	B
	1	D	D	D	C	C

RISK	A	Risks that significantly exceed the risk acceptance threshold and need urgent and immediate attention to reduce the risk and exposure. Control and information gathering needed immediately. Implement controls to reduce risk to an acceptable level before starting or recommencing an activity. Highest level Group or Divisional management needs to be involved and to authorise risk acceptance if no further action is required. Frequent review of risk exposure and actions taken to reduce rating or exposure by senior leaders at least monthly.
	B	Risks that require proactive management. Senior Business Unit management needs to be involved (e.g. to proactively reduce the risk or authorise risk acceptance if no further action is taken). Frequent review of risk, risk control effectiveness and risk reduction measures by senior leaders is required at least monthly.
	C	Risks are acceptable to the business/project but still require active monitoring. Risks need to be reviewed by local management at least quarterly.
	D	Risks that are below the risk acceptance threshold and do not require additional management. Controls managed by routine processes in line with existing priorities. Review risk and exposures by local management over the longer term at least six monthly.