

# 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.”*

<b>Assessment Name</b>	Campsie Station – Site Office at Wilfred Avenue
<b>Location</b>	Wilfred Avenue, Campsie between London Street and Assets Street. Within the Rail Corridor on Transport Asset Holding Entity (TAHE) Land.
<b>Prepared By</b>	Geraldine Figueira
<b>Revision</b>	Rev G
<b>Date required by</b>	30/07/22

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

It is proposed that the minor ancillary facility will occupy 24 of the 26 commuter car parking spaces on Wilfred Avenue, Campsie between London Street and Asset Street. The proposed location is within the approved project boundary, the rail corridor and is owned by the Transport Assets Holding Entity (TAHE). An image of the proposed location is provided within Appendix A.

The proposed minor ancillary facility will support the delivery of the Campsie Station and Metro Services Building (MSB) works. Currently the project team is working out of an ancillary facility based in the MSB area. However, the approved design requires a Galvanised Services Trough (GST) to be installed through the middle of the current minor ancillary facility area. In addition to this the area is required for activities related to construction of the MSB.

The proposed new minor ancillary facility on Wilfred Avenue will consist of:

- 6.0m x 2.4m site office
- 9.6m x 3.0m b/stack lunchroom (24 person)
- 6.0m x 2.4m b/stack lunchroom (12 person)
- 6.0m x 3.0m male ablution block
- 3.6m x 2.4m female ablution
- The intent is to have the minor ancillary facility connected to mains power. However, approval is being sought for a generator should connection to the main electricity system not be granted prior to the establishment of the ancillary facility.

- The site sheds will be double stacked to condense the area required for the proposal. This will also allow for a 4m x 3m covered area and an open area to be used for a safe location for outdoor breaks, prestart meetings, toolbox meetings, viewing the construction areas from outside the construction areas and it will assist with meeting NSW State Government Covid-19 safety requirements;
- Site delineation constructed from water filled barriers, gawk screening and Sydney Metro branded banner mesh, and;
- Five carparking spaces for project (Sydney Metro and Downer) site staff and visitors.

On average the proposed facility will have 9 staff working within the offices and meeting rooms. This will increase to 16 people during breaks and while meetings are being held. This may increase should the Covid-19 restriction be eased.

The proposed minor ancillary facility will be used during standard construction hours. Any use outside of standard construction hours will be subject to an OOHW approval.

These facilities are regarded by Downer as Minor Ancillary Facilities under CoA A19 as they:

- are within the rail corridor and the construction boundary as defined within the Submissions and Preferred Infrastructure Report;
- will only have a minor impact on the amenity of the area, and;
- will have no impacts to biodiversity, soil and water, and heritage items in addition to those assessed within the project approval documents.

2. Landowner details  
Transport Asset Holding Entity (TAHE).

3. Timeframe  
September 2021 to December 2023

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 facilities are located within the Construction Boundary defined within the Submissions and Preferred Infrastructure Report and shown in Appendix 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

**Noise:** *The noise impacts associated with the proposal will be minimal. Noise generated by the proposal will be managed in accordance with the Project Construction Noise and Vibration Management Plans and the Project Construction Noise and Vibration Impact Assessment. In addition to this the portable office and lunchrooms will be positioned so that the air-conditioning units face towards the rail corridor where possible. The use of the proposed minor ancillary facility would not increase the noise impacts above those assessed for the construction activities and it would not be the dominant noise source in the area. In addition to this the position of the proposed minor ancillary facility may add additional shielding for residential premises on Wilfred Avenue, London Street and Assets Street. If a generator is required, it will be placed on the hard stand area next to the portable buildings. The exhaust of the generator will be placed facing the rail corridor and noise blankets will be installed around it as noise mitigation measures. This will minimise the noise impacts to surrounding residents.*

**Traffic and Access:** *The proposal has been developed to minimise its impact to on-street and off-street parking. The proposal will require the temporary occupation of 24 commuter car parking spaces for a period of up to 12 months.*

*As the proposal would reduce the number of commuter parking on Wilfred Avenue Council has been approached to determine if it is feasible to remove the timed parking restrictions in the Wilfred Avenue Public Parking area or surrounding streets (London Street and Campsie Street). If permitted this will provide parking spaces for commuters to park for periods greater than 2 hours that are within walking distance of the station. It should be noted that there are many unrestricted on-street parking spaces available on Wilfred Avenue (outside of the proposal area), Assets Street, London Street and Campsie Street. These are all a short walk from Campsie Station and currently provide opportunity for commuters to park. The Traffic and Transport Liaison Group (TTLG) will be able to address any issues from additional carparking loss within the vicinity of the proposal to ensure that sufficient parking is retained for the community.*

*The Campsie RSL has also been approached to determine if portions of the Campsie RSL car park could be used to provide commuter car park offsets. These negotiations are ongoing and additional environmental approvals would need to be sought should any agreement be reached. However, this is an example of the consideration being given to the provision of carparking within close proximity to the station as required by Revised Environmental Mitigation Measure TC4 and TC5 and the Construction Traffic Management Plan.*

*It should be noted that the Covid-19 Public Health Measures have reduced the demand on public transport in and around Campsie and the need for commuter parking has been reduced because of this. Should changes to the Covid-19 Public Health Measures cause an increased demand for public car parking in the area of the proposal the TTLG will be consulted and provide direction on appropriate options to address this.*

*The layout of the proposal has been established to retain the two accessible parking spaces at the western end of the commuter parking area. The layout of the portable buildings has been condensed to allow for 5 carparking spaces for staff and visitors. This has been incorporated into the layout to provide an area for staff and visitor to park that won't take up parking spaces on the street or in carparks and will reduce the impacts on public parking in the area.*

***Dust and Odour:*** *the proposal will not generate any dust as it do not involve any ground disturbance as the proposal is located on hard stand asphalt. The proposed amenities facilities will be regularly maintained to prevent odour generation. If a generator is required, it will be maintained properly so that it does not generate any smoke or odour from its exhaust. If the generator does start to emit smoke or an odour it will be replaced or repaired. Waste generated at the site will be predominantly office and lunchroom waste, this will be managed to prevent odour through regular emptying of the garbage bins and cleaning of the area.*

***Visual and light spill:*** *the visual impacts of the proposal will be managed using Sydney Metro banner mesh attached to the gawk screening on top of the water filled barriers. As the proposal included the stacking of portable offices/ meeting rooms a portion of the proposed minor ancillary facility will be visible above the banner mesh and gawk screening.*

*To minimise potential light spill from the proposed minor ancillary facility blinds will be fitted to the office and lunchrooms and lights will be switched of when the facility is not in use. Visual and light spill impacts from the proposed minor ancillary facility are, considered to be minor and in line with a construction site and similar to metro-related construction works occurring in the local area. The proposal would only impede the view of the freight and commuter rail corridor from the residential premises on Wilfred Avenue and London Street.*

*The proposal will be maintained in accordance with the temporary construction compound requirements outlined in the Visual Amenity Management Plan (VAMP). This includes light spill, maintenance of the facilities and the provision of branded banner mesh. Potential light spill associated with works outside of standard construction hours 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 would only be used under an Out of Hours Scenario and be directed so to not impact on neighbouring sensitive receivers. Light impacts to the rail corridor have also been considered and lighting associated with the proposal will be managed so that it does not affect train drivers. This can be achieved through the use of blinds and ensuring lighting is off when the proposed minor ancillary facility is not in use.*

*The Environmental Control Maps and Construction Traffic Management Plan will be amended to include the proposal, should it be approved, and all environmental controls relevant to its operation.*

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

*The waste from the proposal shall be managed in accordance with the Project Construction Environmental Management Plan, Waste Procedures. The portable office blocks, amenities, generator and lunchroom will be placed so that water can move around them so that they do not are all on stilts create any impact or additional flooding risk during heavy rain events or localised flooding. It should be noted that a search of the NSW Government ePlanning Spatial Viewer did not identify the proposed area being at risk of flooding.*

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

**Biodiversity:** *there will be no impact to biodiversity associated with the proposal. No trees removal is associated with the proposal however some branches may need to be trimmed from a tree in the middle of the area to allow for the portable offices/ meeting rooms to be delivered and removed. If the tree does need to be trimmed, it will be done so in accordance with the CEMP, Conditions of Approval and Revised Environmental Mitigation Measures, the tree report will be updated as required by the Conditions of Approval and Revised Environmental Mitigation Measures.*

*The proposed minor ancillary facility will be managed in a manner so as to increase the number of vermin in the local area. This will be achieved through cleaning of the proposed minor ancillary facility and appropriate waste management practices, including regular disposal of waste generated from the proposal.*

**Soil and Water:** *no impacts as the proposed area of use is hard stand and the proposal does not involve ground disturbance. An appropriately sized spill kit will be kept on site to manage potential spills in the area of the proposal. Spiled material will be collected and disposed of appropriately and the area cleaned. Any spill in the area will be reported in accordance with the Sydney Metro Incident Reporting Procedure.*

*The risk of sediment run-off from the site is minimal as the proposal area is hardstand asphalt. Any material that may be picked up, from within the proposal area, during a rain event will be easily managed with simple boundary sediment controls preventing it entering the stormwater system. These controls will be included into the Campsie Station ECM & Progressive Erosion & Sediment Control Plan (PESCP).*

*Should a generator be required it will be internally banded to mitigate spills as a result of malfunctioning. Refuelling of the generator will be performed in compliance with the CEMP, sub-plans and Downer procedures to mitigate against spills whilst refuelling. This will include, but is not limited to, the correct storage of refuelling materials and equipment, using a drip tray while refuelling and having an appropriate spill kit stored in the project area.*

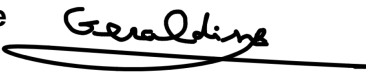
**Heritage items:**

*The location of the proposal is within the heritage curtilage of Campsie Station within both the Section 170 Heritage Register and the Canterbury Bankstown*




*Local Environmental Plan Heritage Register (refer to Appendix C for a detailed diagram). As the proposal is temporary and does not involve any excavation it is not considered to have an impact on Campsie Station. As such it is consistent with the heritage impacts assessed in the EIS.*

## Endorsement

Prepared by	Geraldine Figueira
Signature	
Date	11/07/2022

### Environmental Representative Endorsement

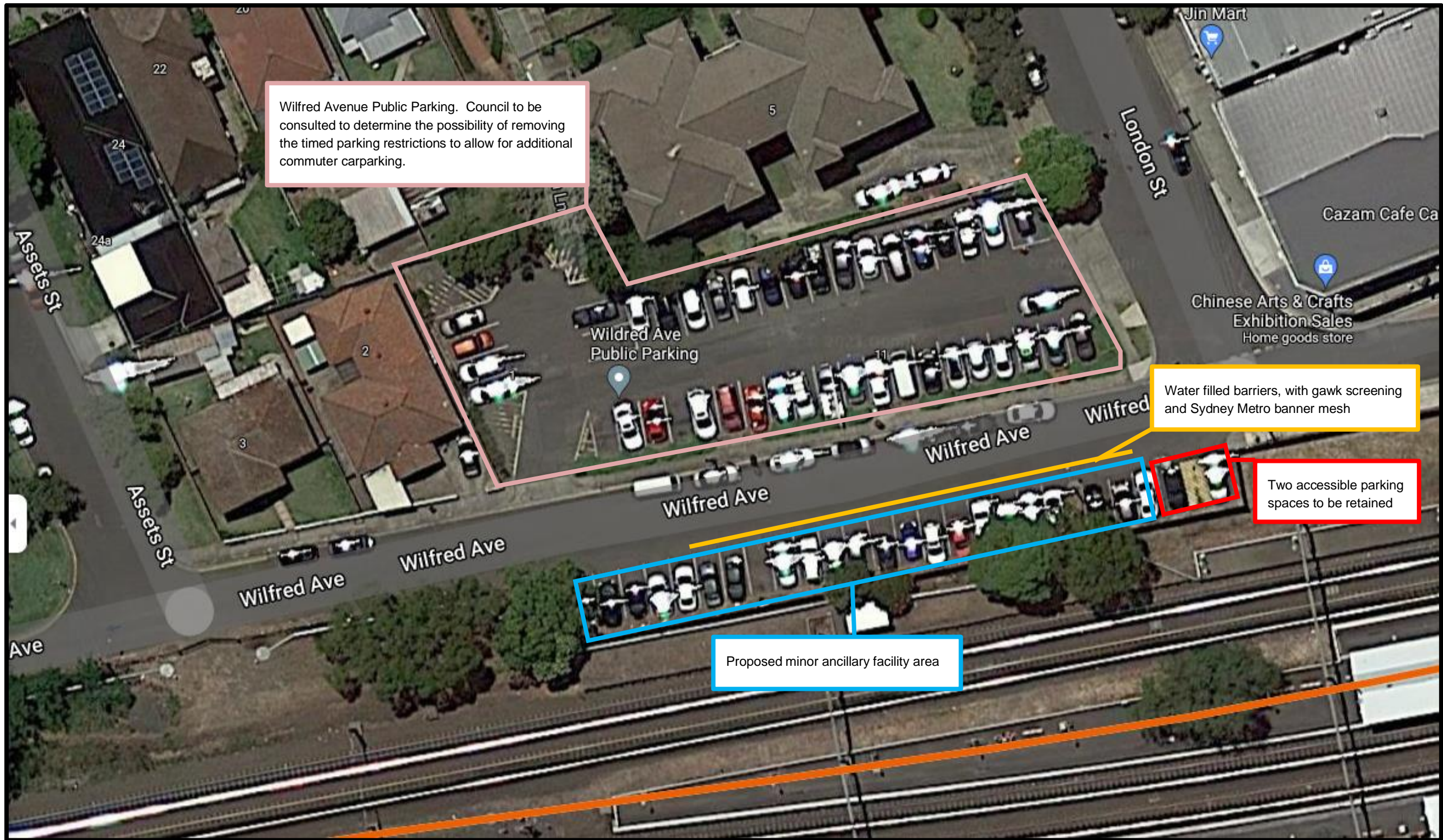
Endorsed by	Brett McLennan
Signature	
Date	15 July 2022

### Details of any conditions of approval:

Nil additional conditions.

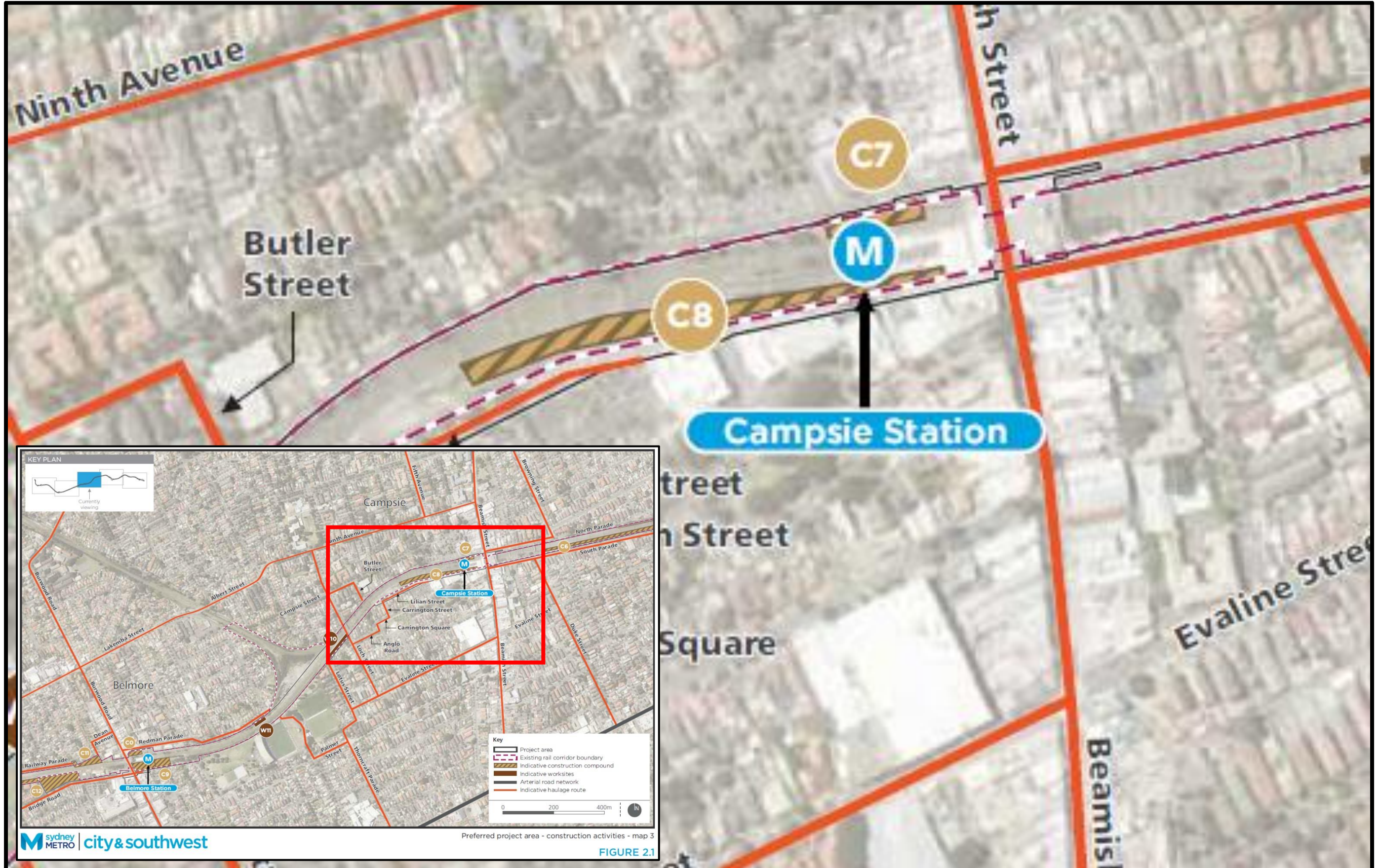


## Appendix A – Site Facilities map, Wilfred Avenue Campsie



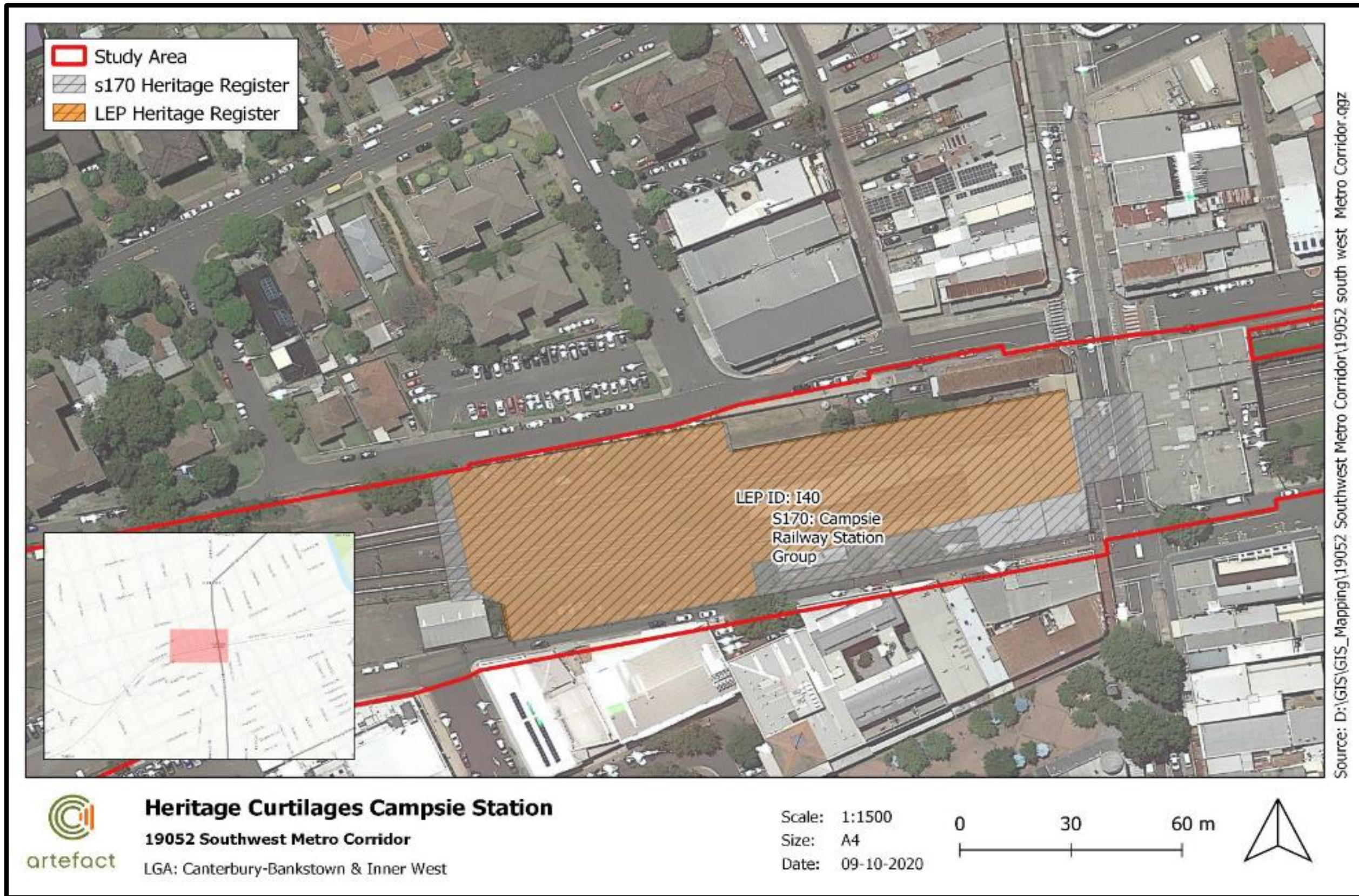


## Appendix B – SPIR Preferred Project Description Map showing Project Area





## Appendix C – Heritage curtilage of Campsie Station





## Appendix D – Risk Assessment

INSTRUCTIONS								
<ul style="list-style-type: none"> <li>Category column: Technical = T Schedule = S Cost = C</li> <li>Consequence column: Value 1-6</li> <li>Likelihood: Rare, Unlikely, Possible, Likely, Almost Certain, Certain.</li> <li>Risk Rating: Low Risk = D, Moderate Risk = C, Significant Risk = B, Major Risk = A</li> </ul>								
SECTION 1 – RISK MANAGEMENT REPORT								
Project Name		Proposed Minor Ancillary Facility on Wilfred Avenue Campsie						
Prepared by:		James Allsop			Date:		17 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								
Generator noise	T	2	Possible	C	<ul style="list-style-type: none"> <li>Connect to Mains Power if possible</li> <li>Place noise blankets around generator</li> <li>Ensure generator is sufficiently sized for its purpose</li> <li>Ensure generator is well maintained</li> <li>Ensure generators used has the lowest sound power level available</li> <li>Direct the exhaust from the generator away from residential receivers</li> <li>Turn generator off when the proposed ancillary facility is not in use</li> </ul>	1	Unlikely	D
Airconditioning noise	T	2	Possible	C	<ul style="list-style-type: none"> <li>Where possible point air-conditioning units towards the rail corridor</li> <li>Ensure the air conditioning units are properly fitted</li> <li>Ensure the air-conditioning units are well maintained and do not emit excessive noise</li> <li>Turn air-conditioning units off when the ancillary facility is not in use</li> </ul>	1	Unlikely	D
Staff movement noise	T	2	Possible	C	<ul style="list-style-type: none"> <li>Toolbox staff on noise mitigation measures including minimising noise when at the proposed ancillary facility</li> <li>Obtain the most insulated portable buildings available</li> <li>Ensure that the portable buildings and staircases are fitted properly to avoid shaking and rattling.</li> </ul>	2	Unlikely	D
Traffic and Access								
Cumulative loss of parking	T	3	Likely	B	<ul style="list-style-type: none"> <li>Approach Council to remove timed parking restrictions on London St, Campsie ST and at the Wilfred Av Public Parking area</li> </ul>	1	Likely	C



					<ul style="list-style-type: none"> <li>Approach Campsie RSL to determine the feasibility of providing commuter parking offsets</li> <li>Ensure staff and visitors park in the spaces provided</li> <li>Provision of additional room within the MSB area for vehicles to wait while delivering material</li> <li>Schedule deliveries so that vehicles are not parked on local streets waiting entry into the site</li> </ul>			
Loss of accessible parking spaces	T	3	Likely	B	<ul style="list-style-type: none"> <li>Retain accessible parking spaces</li> </ul>	1	Rare	D
Construction Traffic	T	2	Likely	C	<ul style="list-style-type: none"> <li>Schedule deliveries so that vehicles are not parked on local streets waiting entry into the site</li> </ul>	1	Possible	D
Dust and odour								
Odour from generator exhaust	T	2	Possible	C	<ul style="list-style-type: none"> <li>Ensure generator is sufficiently sized for its purpose</li> <li>Ensure generator is well maintained</li> <li>Direct the exhaust from the generator away from residential receivers</li> </ul>	1	Rare	D
Smoke from generator exhaust	T	2	Possible	C	<ul style="list-style-type: none"> <li>Ensure generator is sufficiently sized for its purpose</li> <li>Ensure generator is well maintained</li> <li>Direct the exhaust from the generator away from residential receivers</li> </ul>	1	Rare	D
Odour from waste	T	2	Possible	C	<ul style="list-style-type: none"> <li>Supply appropriate number of bins</li> <li>Have the bins emptied regularly</li> <li>Have the bins cleaned as required</li> <li>Segregate waste as appropriate, unless waste contractor utilises a sorting facility</li> </ul>	1	Rare	D
Visual impact and light Spill								
Lighting from ancillary facility impacting residents	T	1	Possible	C	<ul style="list-style-type: none"> <li>Have the offices and lunchrooms fitted with blinds</li> <li>Turn off all lighting when the ancillary facility is not in use</li> </ul>	1	Unlikely	D
Lighting from ancillary facility impacting train drivers	T	2	Possible	C	<ul style="list-style-type: none"> <li>Have the offices and lunchrooms fitted with blinds</li> <li>Turn off all lighting when the ancillary facility is not in use</li> </ul>	1	Unlikely	D
Visual impacts of the amenities	T	3	Likely	B	<ul style="list-style-type: none"> <li>Attach Sydney Metro branded Banner Mesh to the gawk screens</li> <li>Ensure that the portable buildings used in the proposal are clean and well maintained</li> <li>Remove graffiti as soon as practicable</li> </ul>	2	Possible	C
Biodiversity								
Vegetation removal	T	2	Possible	C	<ul style="list-style-type: none"> <li>If pruning of vegetation is required ensure that it is included in the tree report</li> </ul>	1	Unlikely	D
Increased vermin	T	2	Possible	C	<ul style="list-style-type: none"> <li>Clean the proposal regularly</li> </ul>	1	Unlikely	D
Soil and Water								

Chemical spills	T	3	Possible	C	<ul style="list-style-type: none"> <li>Have an appropriately sized spill kit on site</li> </ul>	2	Unlikely	D
Cultural Heritage								
Impacts to Aboriginal Heritage Items	T	4	Unlikely	D	<ul style="list-style-type: none"> <li>The project heritage consultant advised that the proposal was unlikely to impact items of Aboriginal Heritage Significance</li> </ul>	4	Rare	D
Impacts to Heritage Fabric of Campsie Station	T	4	Unlikely	D	<ul style="list-style-type: none"> <li>The project heritage consultant advised that the proposal was unlikely to impact items of non-Aboriginal Heritage Significance</li> </ul>	4	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"> <li>Total loss of stakeholder and customer support</li> <li>High profile adverse press</li> <li>Loss of sector presence/ relevance; or</li> <li>Complete loss of trust by affected community.</li> </ul>	<ul style="list-style-type: none"> <li>Fatalities or significant irreversible effects to more than one person; or</li> <li>Catastrophic widespread impact on the environment resulting in irreversible damage.</li> </ul>
5	70 – 100% of Gross Margin	• 10-20% Schedule over-run unrecoverable.	<ul style="list-style-type: none"> <li>Departure of Divisional Executives</li> <li>Short term impact on share-price</li> <li>Customer terminates contract</li> <li>Nation-wide press</li> <li>Erosion of relevance/ significance in the sector</li> <li>Significant opportunity jeopardised; or</li> <li>Prolonged community outrage.</li> </ul>	<ul style="list-style-type: none"> <li>Single fatality or severe irreversible disability to one or more persons; or</li> <li>Significant impact or serious environmental harm.</li> </ul>
4	• 40 -70% of Gross Margin	• 5-10% Schedule over-run unrecoverable.	<ul style="list-style-type: none"> <li>Customer registers strong concern and threatens contract termination</li> <li>State-based media reporting</li> <li>Potential future opportunities opened up to competitors; or</li> <li>Long term community irritation that requires management attention.</li> </ul>	<ul style="list-style-type: none"> <li>Moderate irreversible disability or impairment to one or more persons;</li> <li>Lost Time Injury &gt; 28 days; or</li> <li>Significant impact or material harm on the environment; or</li> <li>an environmental notifiable incident.</li> </ul>
3	20 – 40% of Gross Margin	• < 5% Schedule over-run	<ul style="list-style-type: none"> <li>Customer complains strongly</li> <li>Local media reporting; or</li> <li>Short term community unrest and dissension.</li> </ul>	<ul style="list-style-type: none"> <li>Lost Time Injury;</li> <li>Moderate or material environmental harm; or</li> <li>An environmental notifiable incident.</li> </ul>
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"> <li>Customer aware and affected; or</li> <li>Community complaint requiring intervention.</li> </ul>	<ul style="list-style-type: none"> <li>Medical Treatment Injury; or</li> <li>Minor impact on the environment.</li> </ul>
1	• <5% of Gross Margin	• Short term schedule slippage without impact to critical path.	<ul style="list-style-type: none"> <li>No visible impact on the customer or Downer's reputation; or</li> <li>No community complaint.</li> </ul>	<ul style="list-style-type: none"> <li>First aid case or less or near miss; or</li> <li>Negligible impact on the environment.</li> </ul>

### Likelihood Rating

Rating	Criteria
Almost Certain	<ul style="list-style-type: none"> <li>Greater than or equal to 80% probability, or</li> <li>Expected to occur in most circumstances, or</li> <li>Likely to occur multiple times throughout a project.</li> </ul>
Likely	<ul style="list-style-type: none"> <li>Greater than or equal to 50% and less than 80% probability, or</li> <li>Probable that it will occur in most circumstances, or</li> <li>Possible to occur in a project, has occurred in similar projects.</li> </ul>
Possible	<ul style="list-style-type: none"> <li>Greater than or equal to 20% and less than 50% probability, or</li> </ul>



Rating	Criteria
	<ul style="list-style-type: none"> <li>Might occur, has occurred before, or</li> <li>Has occurred in a minority of similar projects.</li> </ul>
Unlikely	<ul style="list-style-type: none"> <li>Greater than or equal to 5% and less than 20% probability, or</li> <li>Could occur, or</li> <li>Has not occurred in similar projects but could occur.</li> </ul>
Rare	<ul style="list-style-type: none"> <li>Less than 5% probability, or</li> <li>Exceptionally unlikely, even in the longer term, or</li> <li>A “100-year event”.</li> </ul>

**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 recommending 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.