



Ancillary Facility Assessment Form



Assessment name:	S2B Package 4 MCL Additional Area at Lakemba for Establishment of Site Compound
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Prepared for:	DPIE
Assessment number:	AF-HSE-001
Status:	Final
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Planning approval:	SSI 8256
Date required:	

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1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI 8256 Sydney Metro City & Southwest – Sydenham to Bankstown (S2B)
Mod 1 Revised station design for Bankstown Station

Date of determination:

Infrastructure Approval date 12 December 2018
Modification 1 Approval date 22 October 2020

Type of planning approval:

Critical State Significant Infrastructure

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Description of existing approved project:

The Marrickville, Canterbury and Lakemba Station Upgrades (MCL) is one of the stages of the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project) as described in the project's delivery strategy. The MCL upgrades to Sydney Metro standards correspond to work package No. 4 which are being undertaken by Haslin / Stephen Edwards Joint Venture(HSE JV).

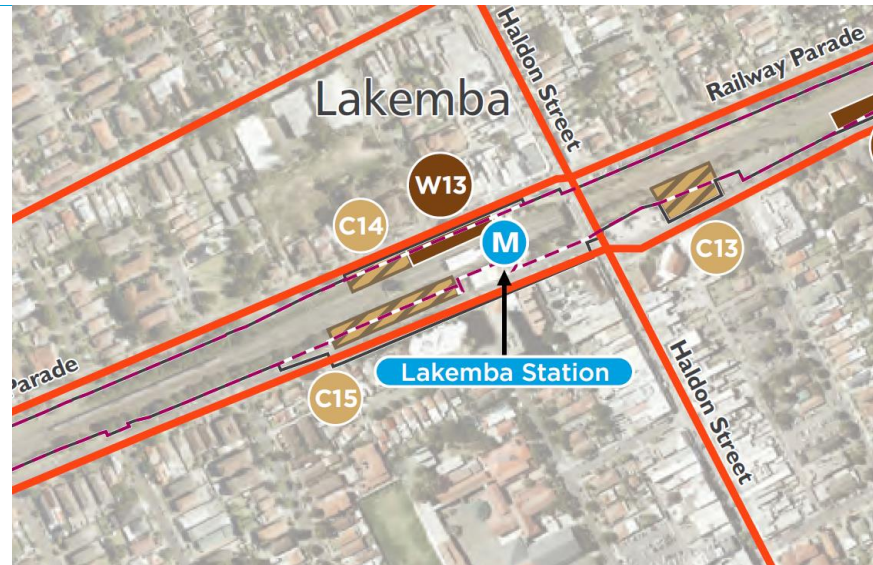
Station Upgrades

Below is a description of the Construction scope for the Lakemba Station:

- Refurbish and repurpose rooms of existing platform buildings;
- Refurbish concourse area;
- Construction of the Sydney Metro Services Building adjacent to Railway Parade;
- Regrade platform as per SM's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2;
- New cabling and containment for LV services and lighting;
- Installation of new glass screens to existing concourse and footbridge;
- Provide new landscaped plaza at Railway Parade including additional bicycle hoops and feature paving;
- Installation of new vertical protection screens to both sides of the existing Haldon Street Bridge;
- Minor refresh of existing entry concourse stairs;
- Installation of new CSR cable route; and
- Installation of security fencing. As depicted in the S2B EIS, Compound C14 from the EIS there is a current proposal to use The Boulevarde

The Sydenham to Bankstown Planning Approval currently assesses and permits the establishment of two site compound at Lakemba to support the Construction of the Project. One location on The Boulevarde identified as C15 in the EIS which occupies a portion of the existing carparking area and secondly a portion of the carparking area on Railway Parade identified as C14 (refer to Figure below). It is noted that Compound C14 is identified in the EIS utilises a portion of the proposed Railway Parade car parking area only and this proposal addresses the request for additional area on Railway Parade to be used for a compound facility associated with the construction of Lakemba Station Upgrade under the Sydenham to Bankstown upgrade project.

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Conditions of Approval

Condition of Approval (CoA) A16 states - Ancillary facilities that are not identified by description and location in the documents listed CoA A1 can only be established and used in each case if:

- (a) they are located within the Construction boundary of the CSSI; and
- (b) they are not located next to a sensitive receiver (including access roads) (unless landowners and occupiers have accepted in writing the carrying out of the relevant facility in the proposed location); and
- (c) they have no impacts on heritage items (including areas of archaeological sensitivity), and threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and
- (d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts

The proposed extension of the compound on Railway Parade falls partially outside the construction boundary therefore, is not compliant with CoA 16(a) and requires approval under CoA17. Refer to Appendix A for approved boundaries under the EIS and details of the proposed additional areas subject to this application.

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CoA A17 states- *Ancillary facilities that are not identified by description and location in the documents listed in CoA A1 and do not meet the requirements of CoA A16, can only be established and used with the approval of the Planning Secretary except where they are located within the rail corridor, in which case they may be endorsed by the ER. A review of environmental impacts must be submitted with the request for Planning Secretary's approval or ER's endorsement.*

As the proposed compound location on Railway Parade is located outside of the rail corridor, this assessment has been prepared for submission to the Planning Secretary in accordance with CoA A17.

Program

Table 4 of the Sydenham to Bankstown Upgrade – Staging Report, Rev04 Oct 2020 provided indicative construction timeframe (subject to change) for MCL station upgrades with Construction Commencement Date starting in Q1 2021 and Construction Completion Date in Q2 2022.

Construction completion is currently estimated as 20 April 2022, as per updated project program.

It is proposed to establish the Compound in the first week of May 2021 (i.e. the week of 3rd May) and the compound location would be used for the duration of the construction period associated with the project.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, CoA):

- Sydenham to Bankstown Environmental Impact Statement and accompanying technical papers (September 2017)
- Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) (June 2018)
- Sydenham to Bankstown — Instrument of Approval (dated 12 December 2018)

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS and SPIR and the Infrastructure Approval.

2. Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

This Ancillary Facility Assessment relates to the proposed extension of the approved C14 compound for the Lakemba construction compound in a portion of a parking area located adjacent to the Lakemba Station on Railway Parade as described in **Section 4** and depicted in **Appendix A**. This assessment identifies the use of additional area surrounding the approved compound C14 under the EIS including the temporary removal of additional carparking spaces along Railway Parade. The proposed area within the carpark is located adjacent to the station and it is on land partially owned by Sydney Trains (railway corridor) and partially by the Canterbury-Bankstown City Council (road verge and parking areas).

The proposed Railway Parade construction compound will remain for the duration of the works as depicted in **Appendix A**. It will consist of:

- Office area/shed
- Ablution area/shed
- Canteen / lunch area/shed
- Storage of dangerous goods / hazardous materials container
- Storage of other building materials.

The compound will occupy a total area of approximately 1,100m², including the area of 750m² (approx.) as identified in this assessment. This area will comprise a total of 46 parking spaces on Railway Parade, with the compound sheds occupying an area of approximately 500m². The figure below summarises the approved areas against the proposed areas. The EIS indicated that the removal of 58 carparking spaces across The Boulevard and Railway Parade for compounds would occur with the Project.

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It will take approximately 2 weeks for the compound to be established. Construction works are to commence immediately after approval with the anticipated commencement date of the week of 3rd May 2021. The compound is to be used primarily during standard construction hours with additional use during out of hours works. The use of the compound is consistent with the current approval of the C14 and C15 compounds in the EIS. The use of the proposed compound would eliminate the need to utilise the C15 compound on The Boulevard as a permanent compound facility for the project and therefore would not result in the temporary loss of parking spaces in The Boulevard compound location throughout the construction period. The net overall result of the proposal would reduce the total number of parking spaces required for the construction activity by 10 carparking spaces and retain 2 additional spaces on Railway Parade for the local community. It is noted that during possessions some additional parking spaces on The Boulevard may

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be utilised for temporary laydown areas, however during these periods trains are not in operation and the use of commuter car parking is likely to be reduced. Impacts to parking on The Boulevard will only occur during possession period and no loss of parking will occur in standard working periods.

No change to project staffing levels are expected during construction.

Hazardous materials will be stored in the construction compound area within an adequate container such as fuel (80L maximum at any given time), epoxy, and curing compound.

Upon completion of construction the compound area would be reinstated to public carparking spaces (i.e. reinstatement of existing verge and commuter parking area).

3. Timeframe

When will the proposed change take place? For how long?

Use of the proposed area within the existing carpark on Railway Parade will commence immediately after approval is granted and is anticipated to be the week of 17th May 2021. The compound would be occupied throughout the construction period which is anticipated to be April 2022.

4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

The proposed area will be located in the existing car park on Railway Parade adjacent to the Lakemba station work area. The parking area is located on Sydney Trains and Council's land. Please see **Appendix A** for more details on the location of the Compound area. The proposed works are located within the road corridor and are identified as portion of Lot 1 DP937756, portion of Lot 70 DP1185179, portion of DPSS133991. Council has identified support for the proposal (refer to Appendix B). All relevant approvals and requirements of Council are to be obtained / addressed prior to establishment of the compound. The proposal was detailed to Sydney Trains as part of the SPORAIG meeting on 13/04/2021 (refer to Appendix B presentation slide 19)

The figure below identifies the Lot boundaries relevant to this application.

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

Section 11 of the S2B EIS Tech Paper 7 Landscape and Visual Impact provides the following description of the Lakemba Station, which is also applicable to the proposed site:

¹The Lakemba commercial area faces the station on Railway Parade and The Boulevard and consists mainly of one to two storey terrace buildings with ground level shopfronts.

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A prominent five storey building (Telstra) in Croydon Street is incongruous with the surrounding streetscape. The Uniting Church, at the corner of Haldon Street and The Boulevarde, is a local visual landmark. Areas surrounding Haldon Street commercial precinct include a mix of two and three storey and single detached houses, commonly with tree lined streets, including Federation weatherboard and Inter-war house styles.

Alongside the northern rail corridor boundary in Railway Parade, the rail corridor rises to become an embankment to the west. Mature street trees provide an avenue setting to Railway Parade and screen views to the rail corridor from the road, Jubilee Reserve and adjacent residences. This precinct is viewed by adjacent residences, people commuting in the rail corridor and pedestrians using the adjacent pathway.'

Landuse zoning

Lakemba's retail centre is located on Haldon Street and extends to the north and south of the station. This precinct is zoned B2 – Local Centre, providing retail and service-based shops. Objectives of this zone include: 'To provide a range of retail, business, entertainment and community uses' and 'to facilitate and support investment, economic growth and development for active, diverse and well-designed centres' (Part 2, Land Use Table: Zone B2). Elsewhere, the land surrounding the station and commercial precinct is zoned High and Medium Density Residential (R3 and R4), interspersed with small pockets of RE1 – Public Recreation.

Waterways and Vegetation

No natural waterways occur in the vicinity of the proposal location with the surface runoff managed through the existing road stormwater system which drains to the Cooks River. One stormwater pit exists on the eastern side of the roadway and is approximately 20m downslope from the southern end of the proposal. The stormwater drain would not be impacted by the proposal.

Vegetation within the proposed Railway Parade compound location is limited to six planted street trees which are approved for removal under the existing SSI approval as they directly conflict with the Metro Service Building, proposed stormwater drainage and sewer lines. There are to be no additional tree impacts resultant from the proposed extension to the compound facility as the trees within the proposed compound are already identified for removal. An arborist has been engaged for the project to review tree impacts and provide guidance for removal and trimming in accordance with CoA E5.

Access

Access to the compound would be via the existing approved gate for Compound C14 and via the new driveway / gate proposed as part of the Metro Services Building which is approved under the current scope of works. No additional access gates are proposed as part of the compound extension.

6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

The proposal benefits are summarised below.

- The benefit of the proposed compound location on Railway Parade is to reduce impacts to vegetation, community interface locations and minimise the loss of parking spaces around the station.
- Vehicular traffic safety will be improved as Railway Parade is wider than the Boulevard and has lower traffic levels.
- Use of the parking area would not result in any new environmental impacts and would offer a positive of retaining a larger number of overall parking spaces (10 plus 2 disabled) due to retention of The Boulevard carpark area as well as retention of two disability parking spaces on Railway Parade which have been identified as temporarily removed under the current approval.
- Reduced impacts to tree removal and trimming of vegetation along The Boulevard car parking location as they will no longer be required due to the compound relocation.
- Potential impacts to the surrounding community will be localised in one area.
- Pedestrian safety will be improved due to the concentration of works areas on Railway Parade, and reduced activity and impacts to the carparking area on The Boulevard. This is reinforced by there being significantly less pedestrian traffic on Railway Parade than at the Boulevard, and the ability to maintain formal crossings and pedestrian access.
- The proposed compound extension is located immediately adjacent to the proposed Metro Services Building (MSB) area, minimising traversing of the station concourse by HSE workers, thereby reducing commuter interaction with workers, equipment and machinery.

The alternative to the proposal (i.e. the current approval) would be to utilise the approved compound locations on Railway Parade and The Boulevard for the construction duration which would result in the loss of an additional 12 parking spaces over the proposed alternative subject of this assessment. This removal as part of the current approved project would include the two disabled parking on Railway Parade and commuter carparking on both sides of the railway. The existing approval for the project compounds would result in the loss of a total of 58 car parking spaces impacting both sides of the station compared to a total of 46 car spaces along Railway Parade for the proposed compound extension as detailed in this assessment. Existing parking on the western side of Railway parade adjacent to the footpath would be retained.

During the construction period the proposal will retain the two disabled spaces on Railway Parade. There will be a 2 week period where the drainage channel construction will be undertaken through the location of the disabled parking spaces. During these works, alternative spaces are to be provided for disabled parking to maintain availability on the Railway Parade location. These will be communicated with Council prior to the drainage construction and will be included in community notifications.

7. Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

- The benefit of the additional land is to facilitate the works required by HSEJV, the additional land will allow the contractor to work effectively and within the project timeline and reduce impacts to vegetation, community interface locations and reduce the loss of parking spaces around the station through the retention of The Boulevard car parking spaces and disability spaces on Railway Parade. In addition, the proposal would concentrate construction activity on Railway Parade.
- Vehicular traffic safety will be improved as Railway Parade is wider than the Boulevard and has lower traffic levels (EIS Traffic Assessment).
- Use of the additional area associated with the Railway Parade compound would not result in any new environmental impacts.
- Reduced impacts and trimming to vegetation on The Boulevard car parking location as they will no longer be required due to the compound relocation. Trees were required for trimming to allow placement of compound facilities and for site safety requirements. Approximately 10 trees were to be impacted by the approved compound location on The Boulevard.
- The location would be reinstated to car parking areas and road verge on completion of the construction activities. This would include restoration of vegetated areas and any drainage areas through the proposed compound location.

8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

Works will be completed under the project Construction Environmental Management Plan (CEMP) and sub-plans (including the SWMP and the approved tree report). These plans are dynamic plans and will be updated to reflect the approved project including compound approvals with progression of works. The Project will also utilise the Community Communication Strategy and Community Management Plan to manage community and stakeholder interaction and information exchange. The relevant notifications and communication will be undertaken in accordance with these plans prior to commencement of compound establishment.

Consultation

EIS:

The area on Railway Pde was identified as early as the EIS in 2017 as locations marked C15 and W14. To this, a range of consultation was undertaken as part of the exhibition of the EIS, including community information sessions and events, stakeholder briefings, door knocks and direct engagement with residents by the then Place Managers.

Submissions and Preferred infrastructure Report (SPIR):

Upon receiving feedback on the EIS, a Preferred Infrastructure Report was released in 2018 pursuant to the preferred project. The preferred project highlights the locations identified in the EIS as a construction compound and worksite (now renamed to C14 and W13), in their original locations (Figure 2.1, Preferred project area – construction activities – map 4)

Further consultation was undertaken as part of the exhibition of the preferred project, including the release of the preferred infrastructure report overview document, information sessions and newsletter letterbox drops.

In relation to the proposed extension of the compound, the Project April 2021 and May 2021 community notifications covered the change of use of this area (see attached). No return queries or complaints have been received from these notifications. It is proposed that further notification as well as specific briefings and door knocking area planned for prior to establishment of the compound within the surrounding area. This consultation and communication will include adjacent residents.

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9. Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

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

10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Flora and fauna	Minor positive change through retention of trees along The Boulevard car parking location as they will no longer be required due to the compound relocation to Railway Parade.	No additional mitigations required as there is no additional impact to flora and fauna. The retention of trees at The Boulevard carpark would be a minor positive impact to the proposal	Y
Water	No change from approved project as detailed in the EIS and SPIR.	No additional measures required. Compound location will be added to the ESCP and ECM.	Y
Air quality	No change from approved project as detailed in the EIS and SPIR.	No additional measures required.	Y

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Noise vibration	<p>Minimal impacts. Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p> <p>The controls within the Construction Noise and Vibration Management Plan (CNVMP) address compound establishment and use and are considered relevant to the proposal.</p> <p>The proposed compound extension would be used intermittently during construction and although the location has a minor reduction in separation from receivers (i.e. approx. 5m) the use of the location will not involve construction works but rather facilitate works on the station. It is also considered likely that the extension of the compound in this location has the potential to reduce noise impacts to the receivers as it provides a barrier to line of sight to the active work areas along the road verge and corridor.</p>	Implementation of control measures as per the CEMP, CNVMP. Any works outside of normal hours will be subject to an out of hours work approval.	Y
Indigenous heritage	<p>The temporary use of the parking area to be used for the compound does not go below the existing ground surface and therefore no potential to impact Aboriginal Heritage.</p> <p>The site will operate under an unexpected finds protocol should indigenous heritage be encountered.</p>	No additional mitigation measures would be required.	Y

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Non-indigenous heritage	A number of buildings within the Lakemba Station precinct surrounding these works are heritage listed, however the establishment of the compound will not have an impact to any known heritage items or places. The proposal is considered to be consistent with the assessment within the EIS which considered the visual impact of the compound locations noting they are temporary in nature and are unlikely to impact the heritage significance of the station or precinct. The extension works do not affect work distances to heritage items.	No additional mitigation measures would be required.	Y
Community and stakeholder	There would be minimal impacts on the community. Support to utilise the land has been received with the landholder (Canterbury Bankstown City Council). See Appendix B. The loss of carparking spaces are being minimised through the proposal with the retention of those identified in the C15 compound location. In addition, it is proposed to retain the existing disabled parking spaces on Railway Parade which had been identified as temporarily removed under the existing C14 compound approval.	Ongoing consultation and notification as per the Community Communications Strategy (CCS)	Y

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Traffic	<p>Traffic management will be in place when establishing the compound in the existing parking area. Construction access route will be consistent with the existing CTMP as this includes the approved C14 compound on Railway Parade.</p> <p>Pedestrians will be provided with alternate access arrangements that utilise the formal pedestrian access areas and roadway crossings located on Railway Parade. It is noted that no formal pedestrian access (i.e., no footpath) exists on the eastern side of Railway Parade where the proposed compound is to be located. Pedestrians / commuters would be less impacted from HSE staff movements with concentration of works activity on Railway Parade and minimal presence on The Boulevard.</p> <p>Approximately 46 parking spaces will be occupied for the duration of the works. These are located on Railway Parade Lakemba Station located adjacent to the rail corridor.</p> <p>The loss of carparking spaces are being minimised through the proposal with the retention of those identified in the C15 compound location resulting in a overall return of 10 parking spaces plus two disability spaces being retained.</p>	<p>Implementation of control measures as per the CEMP, CTMP. The CTMP will be updated to include the compound once approved. It is noted that the existing measures included in the CTMP address the requirements of the approved C14 compound and are considered applicable to the proposal.</p> <p>There is sufficient alternative parking along Railway Parade and also at nearby streets such as Croydon St, Bellevue St, Ernest St, Alice St.</p>	Y

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Waste	No change from approved project.	No additional measures required. All waste generated will be classified and disposed of in accordance with NSW EPA Waste Classification Guidelines. Implementation of control measures as per the CEMP, CSWMP and ECM.	Y
Social	As above for Community and Stakeholder.	No additional measures required.	Y
Economic	No change from approved project.	No additional measures required.	Y
Visual	Visual impacts are to be managed in accordance with the Visual Amenity Management Plan. Some additional properties on Railway Parade will be exposed to a change in visual aspect being the presence of the compound, however these receivers have been considered as part of the EIS visual assessment that identifies the location as temporarily affected through the presence of construction activity. Therefore, it is considered that the visual impacts of the compound is consistent with the construction activity and with the EIS assessment	Implementation of control measures as per the CEMP, VAMP and ECM. The VAMP and ECM are to be updated with the compound location once approved.	Y
Urban design	No change from the EIS.	No additional measures required.	Y

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Geotechnical	No change from the EIS.	No additional measures required.	Y
Land use	The temporary occupation of the parking area is consistent with information provided within the EIS.	No additional measures required.	Y
Climate Change	No change from the EIS.	No additional measures required.	Y
Risk	No change from the EIS.	No additional measures required.	Y
Other	No change from the EIS.	No additional measures required.	Y
Management and mitigation measures	No change from the EIS.	No additional measures required.	Y

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11. Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Flora and fauna	No change from the EIS	NA.	Y
Water	No change from the EIS	NA	Y
Air quality	No change from the EIS	NA	Y
Noise vibration	No change from the EIS	NA	Y
Indigenous heritage	No change from the EIS	NA	Y
Non-indigenous heritage	No change from the EIS	NA	Y
Community and stakeholder	No change from the EIS	NA	Y
Traffic	No change from the EIS	NA	Y
Waste	No change from the EIS	NA	Y
Social	No change from the EIS	NA	Y
Economic	No change from the EIS	NA	Y

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N
Visual	No change from the EIS	NA	Y
Urban design	No change from the EIS	NA	Y
Geotechnical	No change from the EIS	NA	Y
Land use	No change from the EIS	NA	Y
Climate Change	No change from the EIS	NA	Y
Risk	No change from the EIS	NA	Y
Other	No change from the EIS	NA	Y
Management and mitigation measures	No change from the EIS	NA	Y

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12. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?	No. The proposed works would not transform the project, they will facilitate it. The project would continue to provide a new metro rail line between Sydenham and Bankstown.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No new environmental impacts are introduced as part of the proposed extension of the compound facility. All impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS and construction environmental management plan for the project.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

13. Other Environmental Approvals

Identify all other approvals required for the project:

Consultation with Canterbury Bankstown City Council and Sydney Trains has been undertaken, and additional approvals (i.e. New Work Permit Application and CTMP update) and lease areas required will be obtained prior to establishment and use of the selected location. Council has noted support for the relocation of the project compound to Railway Parade. Sydney Trains was presented the proposal as part of the SPORAIG meeting (13/04/2021) and no objections or issues were received. Upon approval of this ancillary facility assessment, HSEJV will update the CTMP for issue to Council as requested.

CoA A17 - Approval required by the Planning Secretary:

Ancillary facilities that are not identified by description and location in the documents listed in CoA A1 and do not meet the requirements of CoA A16, can only be established and used with the approval of the Planning Secretary except where they are located within the rail corridor, in which case they may be endorsed by the ER. A review of environmental impacts must be submitted with the request for Planning Secretary's approval or ER's endorsement.

As the proposed compound location on Railway Parade is located outside of the rail corridor, this assessment has been prepared for submission to the Planning Secretary in accordance with CoA A17

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Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Ancillary Facility Assessment Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Brad Cole	Signature:	
Title:	Environmental Manager		
Company:	HSE	Date:	12 May 2021

Environmental Representative Review

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:		Signature:	
Title:		Date:	

Appendix A Site Location





Appendix B Landowner Support

From: [James Chia](#)
To: [Brad Cole](#); [Sairam Pilli](#); [Gary Cook](#); [Louis Peau](#)
Cc: [Celso Paiva](#)
Subject: FW: Lakemba Station- Request for information
Date: Friday, 9 April 2021 4:21:32 PM
Attachments: [image014.png](#)
[image024.png](#)
[image026.png](#)
[image027.png](#)
[image031.png](#)
[image032.png](#)
[image001.png](#)
[image011.png](#)
[image012.png](#)
[Form 1272 Work Permit Application \(for METRO project\)V2 \(002\).pdf](#)

From: James Magsipoc <James.Magsipoc@cbc.city.nsw.gov.au>
Sent: Friday, 9 April 2021 3:31 PM
To: James Chia <jchia@haslin.com.au>
Cc: Ben Webb <Ben.Webb@cbc.city.nsw.gov.au>; Peter Anderson <Peter.ANDERSON@cbc.city.nsw.gov.au>; Ash Jarvis <Ash.Jarvis2@transport.nsw.gov.au>
Subject: RE: Lakemba Station- Request for information

Hi James Chia,

Here are the progress of your queries:

- Option 2 is recommended(Railway Parade) for Lakemba Station for site establishment:

Further requirements to submit:

- Croydon Street has to be blocked off because new surfacing has just been done and heavy vehicles will damage the new pavement.
(A new traffic control plan has to be submitted)
- An updated and approved Traffic Management Plan (CTMP)
- Public Liability Insurance Certificate where Council is the interested Party.
- To complete New Work Permit Application (Intended for Sydney Metro Project)
with checklist and type of application required.(Please see attached forms)

Please email to metro@cbc.city.nsw.gov.au to lodge your application and I will retrieve the forms.

You can email me if you have further questions.

Best regards,

James Magsipoc - Project Officer



T 02 9707 9771

E James.Magsipoc@cbc.city.nsw.gov.au
www.cbc.city.nsw.gov.au



@ourcbc.city
Like & follow us



From: Richard Boardman <Richard.Boardman@cbc.city.nsw.gov.au>

Sent: Tuesday, 30 March 2021 3:04 PM

To: James Magsipoc <James.Magsipoc@cbc.city.nsw.gov.au>; William Barton
<William.Barton@cbc.city.nsw.gov.au>

Cc: Ben Webb <Ben.Webb@cbc.city.nsw.gov.au>; Peter Anderson
<Peter.ANDERSON@cbc.city.nsw.gov.au>; Michael Conway <Michael.Conway@cbc.city.nsw.gov.au>

Subject: RE: Lakemba Station- Request for information

James

Council holds leases over land in both these locations – refer the file I sent you this morning. So same situation as the land in Wiley Park: until we obtain legal advice and then General Manager's instructions we cannot be sure Sydney Metro have the ability to use the areas of the rail corridor leased by Council.

Regards
Richard



Richard Boardman - Property Consultant

T 9789 9454 M 0417 047 397

E Richard.Boardman@cbc.city.nsw.gov.au
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From: James Magsipoc <James.Magsipoc@cbccity.nsw.gov.au>
Sent: Tuesday, 30 March 2021 2:28 PM
To: William Barton <William.Barton@cbccity.nsw.gov.au>
Cc: Richard Boardman <Richard.Boardman@cbccity.nsw.gov.au>; Ben Webb <Ben.Webb@cbccity.nsw.gov.au>; Peter Anderson <Peter.ANDERSON@cbccity.nsw.gov.au>; Ash Jarvis <Ash.Jarvis2@transport.nsw.gov.au>
Subject: FW: Lakemba Station- Request for information

Hi Richard/ William,

Sydney Metro's contractor HSEJV is proposing to occupy a site compound adjacent to Lakemba Precinct station for long term (12 months).

Option 1:

The Boulevard Compound (highlighted as per attached slide 1)

Option 2:

Railway Avenue compound (highlighted as per attached slide7) combining with Metro Service building compound.

Sydney Metro's contractor is requesting Council's preference either to occupy

Option 1

or **Option2** as mentioned above.

Hope to hear from you.

Best regards,

James Magsipoc - Project Officer
T 02 9707 9771
E James.Magsipoc@cbccity.nsw.gov.au
www.cbcity.nsw.gov.au



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From: James Chia <jchia@haslin.com.au>

Sent: Tuesday, 30 March 2021 11:45 AM

To: James Magsipoc <James.Magsipoc@cbcity.nsw.gov.au>

Cc: Ash Jarvis <Ash.Jarvis2@transport.nsw.gov.au>; Gary Cook <gcook@haslin.com.au>; Louis Peau <louis@civlink-consulting.com.au>; Sairam Pilli <spilli@haslin.com.au>

Subject: RE: Lakemba Station- Request for information

James,

As discussed please find attached the amended presentation from TCG this morning.

The presentation is as follows:

- Slide 1-3 Current TMP for Boulevard Site Compound – Option 1 Boulevard
- Slide 4-6 Current TMP for Metro Services Building
- Slide 7 – Our proposal to combine our site Compound and Metro Services Building – Option 2 Railway Ave

Note Option 2 is undergoing review with the ER and we still drafting the TMP. The traffic management will be similar to the TMP for Metro Services Building

It will be much appreciated if you can provide us which option do Council prefer.

Regards
James Chia
0433 405 523

From: James Magsipoc <James.Magsipoc@cbcity.nsw.gov.au>

Sent: Tuesday, 30 March 2021 10:28 AM

To: James Chia <jchia@haslin.com.au>

Cc: Ash Jarvis <Ash.Jarvis2@transport.nsw.gov.au>

Subject: Lakemba Station- Request for information

Hi James,

Thanks for talking to you. Please submit your proposal to occupy Railway Parade side as your preferred location for site occupancy in Lakemba. Send details as much as you can.

Best regards,



James Magsipoc - Project Officer
T 02 9707 9771
E James.Magsipoc@cbc.city.nsw.gov.au
www.cbc.city.nsw.gov.au



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4-Week Look ahead – Marrickville Station

Construction		31	01-Mar-21 A	14-May-21
Marrickville Station		31	01-Mar-21 A	14-May-21
Early Works		2	19-Mar-21 A	01-Apr-21
Site Establishment		2	19-Mar-21 A	01-Apr-21
C-0400.50-M-EW-0516	Site Fencing (Outside of corridor)	0	19-Mar-21 A	31-Mar-21 A
C-0400.50-M-EW-0520	Site Establishment : Services building	1	19-Mar-21 A	01-Apr-21
C-0400.50-M-EW-0519	Establish site accomodation (ARTC triangle)	2	23-Mar-21 A	01-Apr-21
C-0400.50-M-PM-01200	Marrickville Site Establishment Complete	0		01-Apr-21
CSR and Local Building Services (Platform 0/1)		31	20-Mar-21 A	14-May-21
Services building to Platform 1 via rail corridor (City End)		31	20-Mar-21 A	14-May-21
C-0400.50-M-MW-0530	Modify existing services to suit new works (Non possession)	3	22-Mar-21 A	06-Apr-21
C-0400.50-M-MW-0532	Concrete encass ex sewer	5	31-Mar-21 A	08-Apr-21
C-0400.50-M-MW-0529	Isolate, cut and cap Quenos line at both ends of the site (City + Country) {POSSESSION}	6	20-Mar-21 A	09-Apr-21
C-0400.50-M-MW-0533	Underbore ULX x 5 (City end) including pits on launch side	25	12-Apr-21	14-May-21
Station Platform Works		28	29-Mar-21 A	11-May-21
Platform 1		28	29-Mar-21 A	11-May-21
Building Works		28	29-Mar-21 A	11-May-21
C-0400.50-M-MW-0709	Isolate services and disconnect prior to demolition	8	29-Mar-21 A	13-Apr-21
C-0400.50-M-MW-0710	Demolish / strip out areas as noted (under protection)	10	14-Apr-21	27-Apr-21
C-0400.50-M-MW-0711	Sub floor containment installation	10	28-Apr-21	11-May-21
Metro Service Building		27	31-Mar-21 A	10-May-21
Foundation Level		27	31-Mar-21 A	10-May-21
C-0400.50-M-MW-0656	Works to ex Sydney Water sewer main under proposed building	5	31-Mar-21 A	08-Apr-21
C-0400.50-M-MW-0656a	Sydney Water Main Upgrade (Victoria Road)	3	09-Apr-21	13-Apr-21
C-0400.50-M-MW-0657	Clear, grub and bulk excavate	5	09-Apr-21	15-Apr-21
C-0400.50-M-MW-0659	Install inground cable containment under services building and padmount including concrete backfill	5	16-Apr-21	22-Apr-21
C-0400.50-M-MW-06601	Raft foundation slab # 1 (Isolation slab) : Prepare + FRP	4	23-Apr-21	28-Apr-21
C-0400.50-M-MW-06602	Raft foundation slab # 2 (Main building slab) : Prepare + FRP	6	23-Apr-21	30-Apr-21
C-0400.50-M-MW-06603	Raft foundation slab # 3 (Padmount slab) : Prepare + FRP	5	29-Apr-21	05-May-21
C-0400.50-M-MW-0661	Sub floor concrete walls : Form, reinforce, pour and strip	6	03-May-21	10-May-21

Overview of work activities – WK41 – WK44

Location	Activity	Date
CSR City end	Underbore ULX x 5 (City end) including pits on launch side	12 Apr – 14 May
Platform 1	Demolish / strip out areas as noted (under protection)	14 Apr – 27 Apr
MSB	Sydney Water Main Upgrade (Victoria Road)	9 Apr – 13 Apr
MSB	Clear, grub and bulk excavate	9 Apr - 15 Apr
MSB	Piling for Sydney Water Sewer	9 Apr – 15 Apr
MSB	Install inground cable containment under services building and pad mount including concrete backfill	16 Apr - 22 Apr
MSB	Raft foundation slab # 1 (Isolation slab): Prepare + FRP	23 Apr – 28 Apr
MSB	Raft foundation slab # 2 (Main building slab): Prepare + FRP	23 Apr – 30 Apr
MSB	Raft foundation slab # 3 (Padmount slab): Prepare + FRP	29 Apr – 5 May
MSB	Sub floor concrete walls : Form, reinforce, pour and strip	3 May – 10 May

Midweek Day Works: WK41-WK44

Overall Arrangement



CSR city end

- Underbore ULX x 5 (City end) including pits on launch side

Platform 1

- Demolish / strip out areas as noted (under protection)

MSB

- Sydney Water Main Upgrade (Victoria Road)
- Clear, grub and bulk excavate
- Piling for Sydney Water Sewer
- Install inground cable containment under services building and pad mount including concrete backfill

- Raft foundation slab # 1 (Isolation slab) : Prepare + FRP
- Raft foundation slab # 2 (Main building slab) : Prepare + FRP
- Raft foundation slab # 3 (Padmount slab) : Prepare + FRP
- Sub floor concrete walls : Form, reinforce, pour and strip



Work activity location

Midweek Possession Night Works: WK42

Overall Arrangement



CSR City End

1. Remove decommissioned Quenos gas line
2. Load out spoil/ waste materials
3. Receive materials deliveries
4. Install CSR
5. Backfill

Platform 1

6. Receive materials deliveries

NOTES

- Bankstown UP and DOWN line under possession (night works only)
- Hi-Rail access from Wooley Lane



Work activity location



Environment / Community Impacts

Location	Noise	Public / Passenger disruption
Marrickville Station Platform and Surrounds	Material deliveries, Power Tools, Generator Operation – All works within standard working hours Mon-Fri 0700 – 1800	None foreseen
ARTC Triangle	Plant Deliveries, material deliveries, excavation works, FRP works, power tools – Day works within standard working hours Mon-Fri 0700 – 1800	None foreseen
WK42 Possession Nightworks 10-foot Cess (Between ARTC and Sydney Trains tracks), and on Marrickville Station Platforms	Plant Deliveries, material deliveries, excavation works, power tools, cutting and removal of redundant gas pipe. Night works during possession, working hours 2100 – 0400 Monday night (19/04/21) to Thursday night (22/04/21)	Station closed during possession. Access from Riverdale Avenue OR ARTC tin-top (pending approvals)





Discipline:
SWH Netru PKG 4
Section:
Canterbury Station
Owner:

Week Commencing:
EzApr

- 1 TMP / TOP / Permit /
- 2 Weather Conditions
- 3 Design Issue
- 4 Labour / Plant Issue
- 5 Safety / Enviro. Issue

Reason Codes

6 Discipline Interface Issue
7 Sub-contractor Performance
8 Works Underestimated
9 Other

Colour Legend
= Planned Activity Day(P)

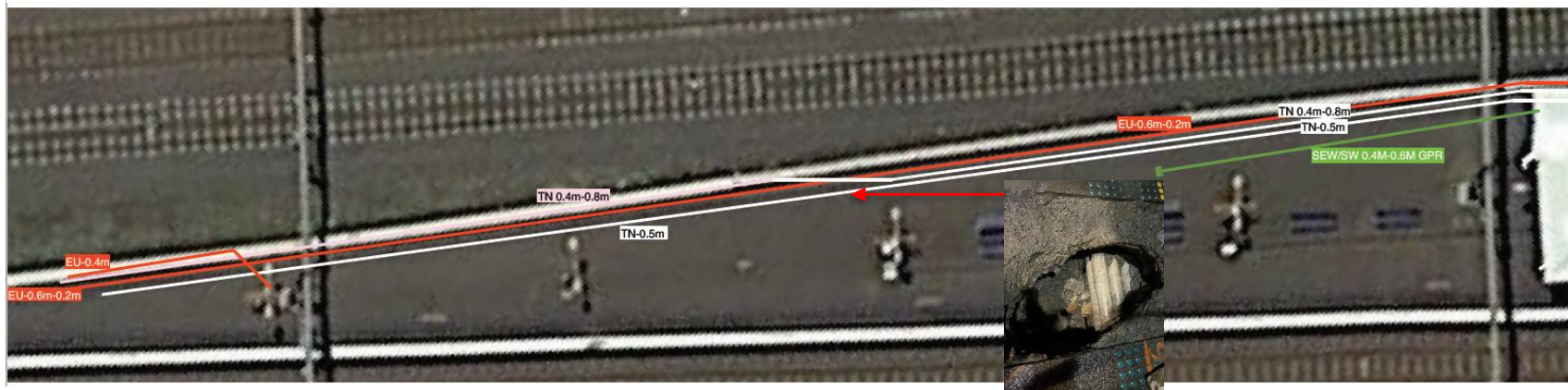
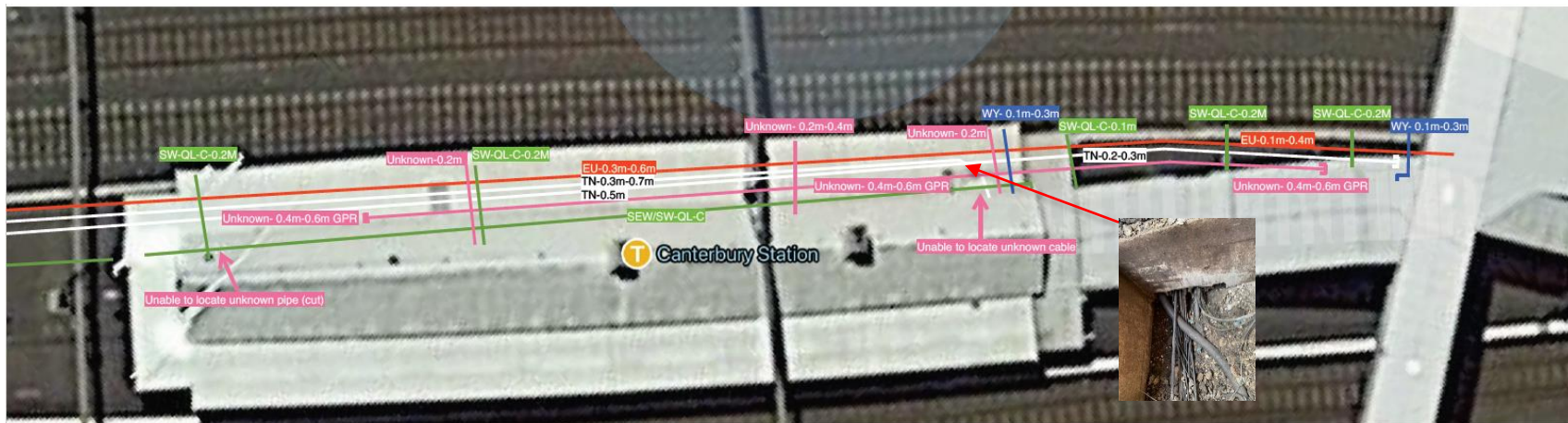
- = Achieved Activity Day (A)
- = Delayed Activity Day (1-9)
- = Reforecast Activity Day (R)

[illegible]

General Site Layout



Platform 0 - Unidentified Services





Mid-Week Works: WK41



CIVIL (STRUCTURE + ROADWORKS + UTILITIES)	STATION STRUCTURE (LIFT + STAIRS + BRIDGE)	PLATFORM (+CSR & DRAINAGE)	STATION BUILDINGS	SERVICE BUILDING	PLANT:
1. Service Investigation Works (Road Bridge City End) 2. Service Investigation Works (Road Bridge City End) 3. Saw cutting		1. Excavation for LCR & Removal of Asbestos Pipe		1. Genos Pipe Removal 2. Waste/spoil Classification 3. MSB Sewer Cleanout	<ul style="list-style-type: none"> Sucker Truck Excavator Tipper Truck
					GENERAL:

Midweek Possession: WK42 19/04/21 – 22/04/21



CIVIL (STRUCTURE + ROADWORKS + UTILITIES)	STATION STRUCTURE (LIFT + STAIRS + BRIDGE)	PLATFORM (+CSR & DRAINAGE)	STATION BUILDINGS	SERVICE BUILDING	PLANT:
1. Delivery & Removal of materials		2. Investigation works 3. Verification and cutting of redundant services (Contingency)			 - Hi-Rail DPW Multi Crane  - Hi-Rail Telehandler
					GENERAL:

Midweek (Day): WK42 19/04/21 – 22/04/21



CIVIL (STRUCTURE + ROADWORKS + UTILITIES)	STATION STRUCTURE (LIFT + STAIRS + BRIDGE)	PLATFORM (+CSR & DRAINAGE)	STATION BUILDINGS	SERVICE BUILDING	PLANT:
		1. Platform O/1 - Box Out Foundations 2. Platform O - Removal of Asbestos Pipe 3. Platform O - LCR Installation of Conduits		1. MSB Bulk Excavations	<ul style="list-style-type: none"> Excavator Tipper Truck
					GENERAL:

Midweek (Day): WK43/44 126/04/21 – 07/05/21



CIVIL (STRUCTURE + ROADWORKS + UTILITIES)	STATION STRUCTURE (LIFT + STAIRS + BRIDGE)	PLATFORM (+CSR & DRAINAGE)	STATION BUILDINGS	SERVICE BUILDING	PLANT:
1. Service Investigation Works (Road Bridge City End) 2. Service Investigation Works (Road Bridge City End)		1. Platform O/I - Box Out Foundations 2. Platform O - Removal of Asbestos Pipe 3. Platform O - LCR Installation of Conduits		1. MSB Bulk Excavations	<ul style="list-style-type: none"> Excavator Tipper Truck
					GENERAL:



4 WEEK LOOK-AHEAD SCHEDULE

LAKEMBA STATION UPGRADE

Work Zones

MSB - Metro Service Building

R - Railway Pde

H - Haldon St Bridge/Haldon St

B - The Bourcource

P - Station Platform 1 & Platform 2

Week Commencing:

5-Apr

A = Achieved C = Contingency

M = Milestone N = Night Shift

MSB - Metro Services Building		R - Railway Pde		Dates		Weekend Work		Engineer Responsibl e	April																									May																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
H - Haldon St Bridge/Haldon St		B - The Boulevards		DURATION (days)	Start Date	Finish Date	Sat		Sun	Reporting Week														NOTES											12							13							14							15							16							17							18							19							20							21							22							23							24							25							26							27							28							29							30							31																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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Page 1

Midweek Works: WK41-WK44 – Lakemba Station

Overall Arrangement



Tiger Tail Protection install
for Adjacent LV Aerials

Site Compound Set up
within The Boulevard
Carpark
Possibly being moved to
Railway Parade

Local PC Control of
Area Until Jan 2022
Fencing to be erected

Deliveries & Pothole
Investigations

Site Compound Set up within Railway
Parade Carpark. Partial Carpark
closure 12-Apr to March 2022

Midweek Works: WK41-WK44 – Lakemba Station

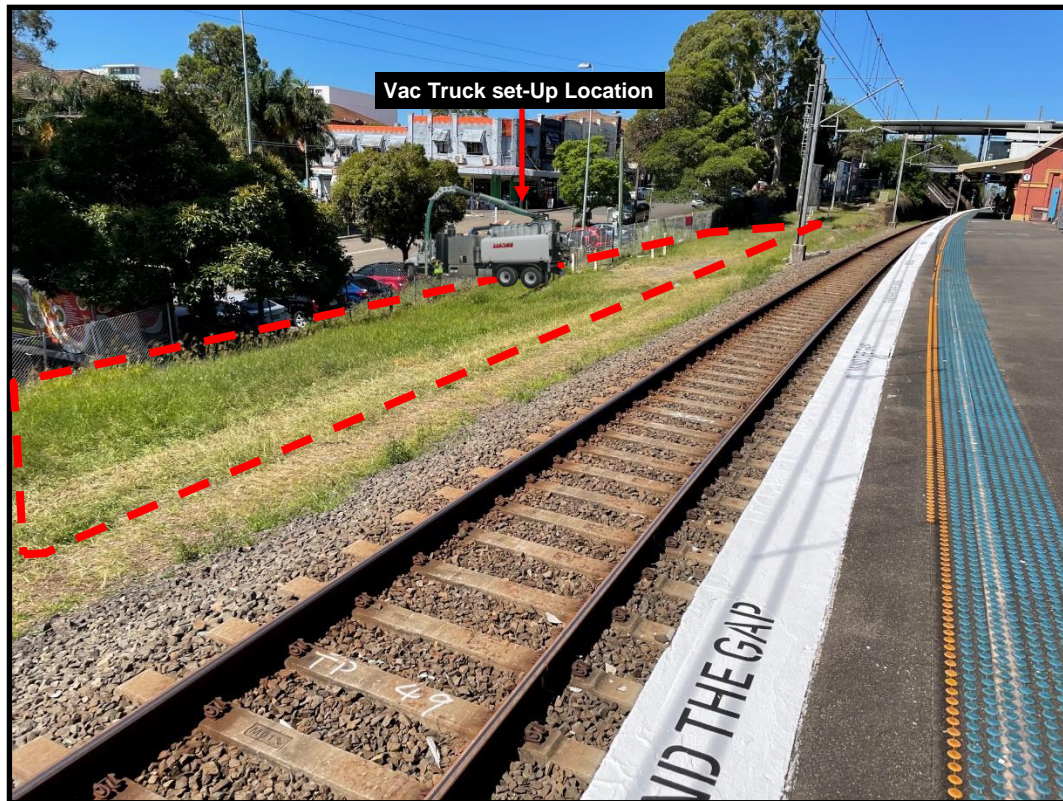
Midweek Pothole Investigation, Material Deliveries

WORKS START 19/04/2021

Vac Truck Set Up within Cess Area
adjacent to Railway Parade
All works outside of the danger zone

Temporary Delineation to be erected
to delineate Work Area

PC of Area Required until March 2022



Midweek Works: WK41-WK44 – Lakemba Station

Tree Removal and Pothole Works in Verge area along Railway Parade

WK41-WK42

10x Trees to be removed
Along Railway Parade
adjacent to the new Metro
Service Building



Image 20: Looking South towards tree 680 and 681. The trees are recommended for removal due to construction impacts from the proposed services trench (dashed red).

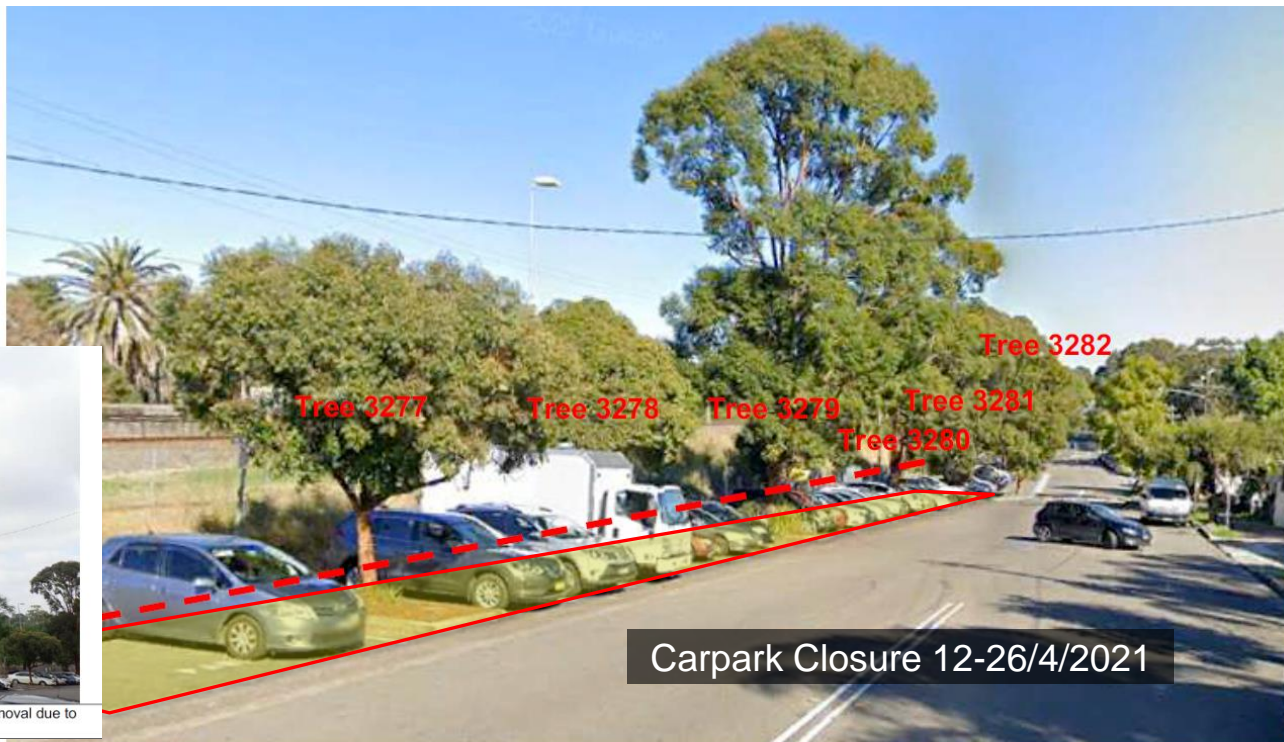


Image 21: Looking Southwest towards tree 3277, 3278, 3279, 3280, 3281 and 3282. The trees are recommended for removal due to construction impacts from the proposed services trench (dashed red).

WK42 NIGHT Possession Works– Lakemba Station

Investigation Works: Mon-Thur 2200 - 0400

During WE38 Possession, an unknown concrete slab was found along the Base of the retaining wall adjacent to the Up Bankstown Line.

During the WK42 Midnight to Dawn possessions, further investigations of this slab is to commence using hand looks. No disruption to the track formation or ballast shoulder.

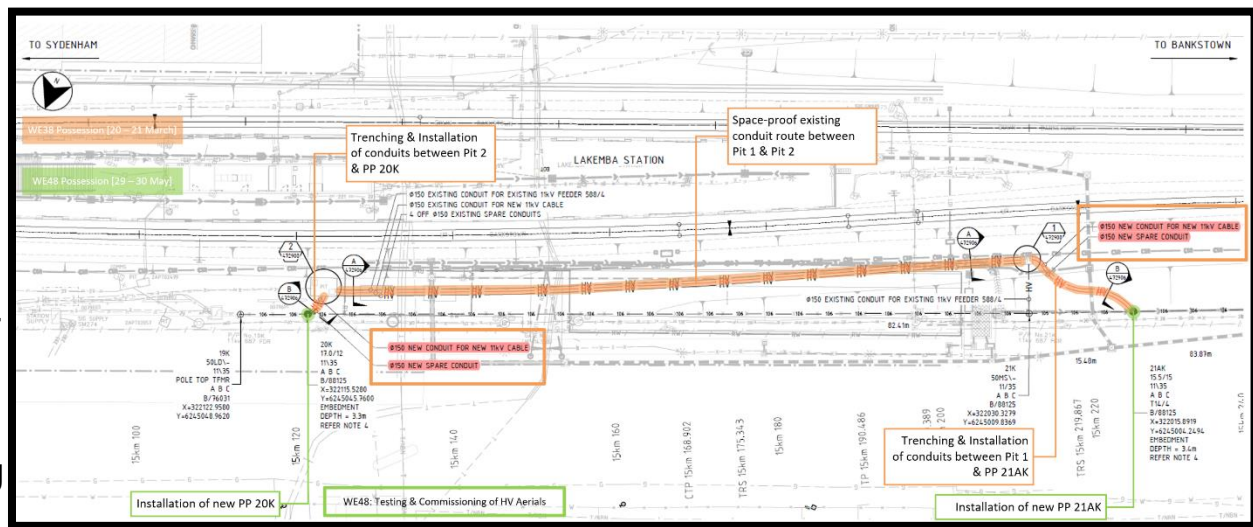
Platform Service investigations to be completed. This will involve temporary isolations of services including; CCTV, Lighting, PA System, LV, Distribution Boards. Disruption Notices will be submitted for all relevant systems. Along with light pole foundation investigations



11kV HV Testing & Commissioning

11kV HV Relocation works for construction of Metro Services Building

- WE38:** Trenching & installation of conduits from proposed PP20K & PP21AK to adjacent pits (Pit 2 & Pit 1 respectively); mandrel existing underground HV - **completed**
- WE48:** Installation of PP20K & PP21AK; testing & commissioning of 11kV HV 588/4 feeder



PC Handover Forms – Lakemba Station

Location	Date and Time	Scope
Station Platforms	WK42 Midnight to Dawn Possession Mon – Thur 22:00 – 04:00	Service Investigation Mapping Service Potholing Light Pole Foundation investigations
Railway Parade Street Area & Rail Corridor Cess Area	WK41 – WK43	Tree Removals Pothole Investigations Carpark Closure
WK42 NIGHT POSSESSION	Hand Power tools only within the platform and cess areas	Station closed during possession. Platform PC required.

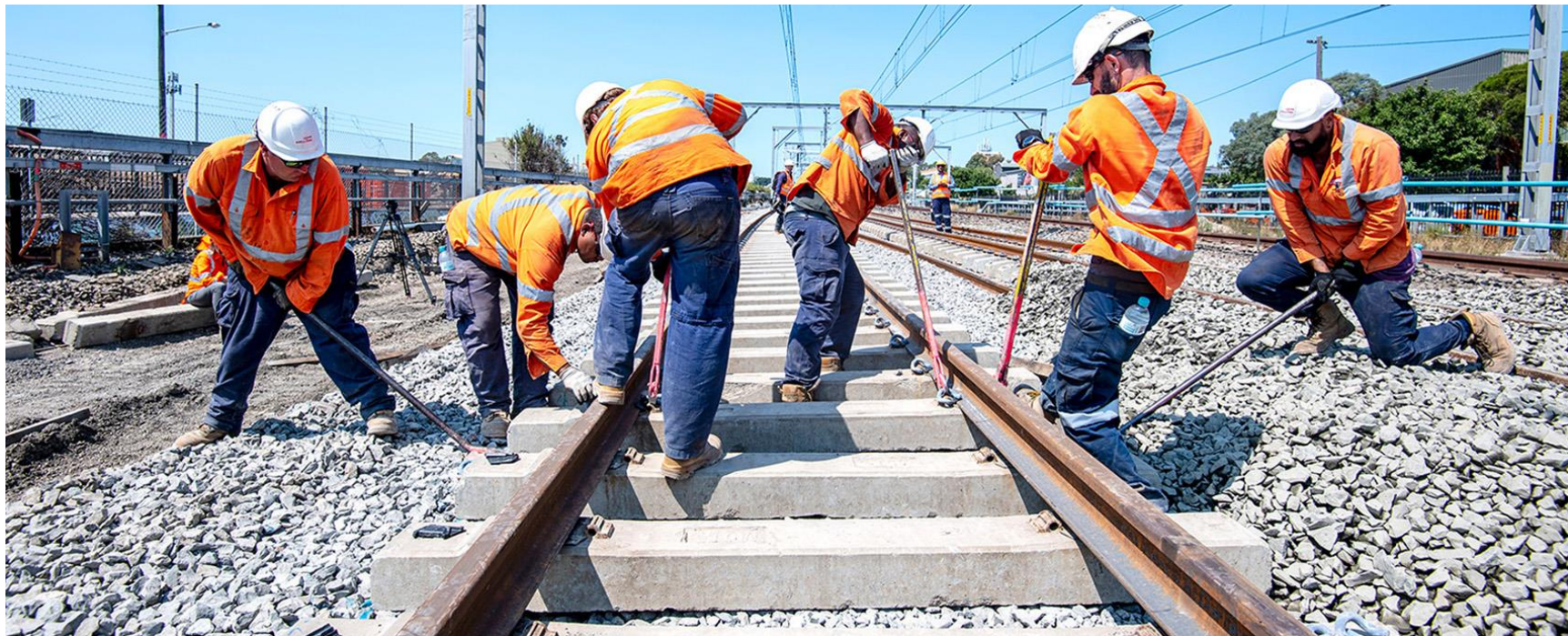
SMS0268 Methodology Approvals – Lakemba Station

Location	SMS0268 Type	ICON Reference No	Date and Time	Scope
Railway Parade Rail Corridor Cess Area	Level 2	Awaiting Sydney Trains Review	WK42-WK44	Service Potholing

Environment / Community Impacts – Lakemba Station

Location	Noise	Public / Passenger disruption
The Boulevarde Carpark	Plant Deliveries, Power Tools, Generator Operation – All works within WE38 Possession working hours Sat 0600 – 1800 & Sun 0600 - 1800	No disruption to the Carpark. Plant Deliveries directly within the Rail Corridor Gate area
Railway Parade	Vacuum Truck excavation works, Plant Deliveries, Power Tools All works within standard working hours Mon-Fri 0700 – 1800	Carpark Closure required for duration of Project throughout to March 2022
Platform 1	No works directly on the platform during standard Hours. Vacuum Truck Excavation within Cess Area along Railway Parade	None foreseen
WK42 NIGHT POSSESSION	Hand Power tools only within the platform and cess areas	Station closed during possession. Platform PC required.

Questions and answers



Thank you



Artist's impression of Marrickville Station

Notification – Southwest Metro

Lakemba – March 2021

Sydney Metro is Australia's biggest public transport project.

Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre. The upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018.

In December 2020, a contract was awarded to an unincorporated joint venture of Haslin Constructions and Stephen Edwards Constructions for the upgrade of Marrickville, Canterbury and Lakemba Stations. **In March, work will continue along the rail corridor and at Lakemba Station** (weather and site conditions permitting). Access to the rail corridor will be via existing rail corridor/pedestrian access gates. **Day work will be undertaken during project standard construction hours Monday to Friday 7am-6pm and Saturday 8am-6pm.** The map on page 2 shows location details.

Location	Detail of day work
Lakemba (along the rail corridor)	<p>Activities will include:</p> <ul style="list-style-type: none"> • Geotechnical, utilities and site investigations, tree assessments and surveys inside the rail corridor and in nearby public areas • Devegetation, tree trimming and removal throughout the rail corridor where required • Installation of fencing, cabling and galvanised steel troughing (GST) • Locating underground services, potholing and non destructive digging close to and inside the rail corridor • Visual inspections and survey of roads adjacent to the rail alignment • Topographic scanning and drainage surveys in the rail corridor, at stations and in nearby public areas • Non intrusive survey of fencing along the railway corridor • Delivery and storage of materials and plant
Substation site	<p>Activities at the substation site (north of The Boulevard, west of Taylor Street) will include:</p> <ul style="list-style-type: none"> • Non destructive excavation and soil classification sampling • Installing a pole for temporary power connection
Around Lakemba station (Railway Parade and The Boulevard)	<ul style="list-style-type: none"> • From 11 March 2021, parking spaces will progressively be removed on Railway Parade and The Boulevard to set up site compounds, including installation of site sheds and creation of laydown yards. This includes removing 40 parking spaces on The Boulevard, west of the station entrance. These car spaces will be in use by the project team until early 2022. • A lane closure on The Boulevard, west of Croydon Street will be needed for site establishment work and a lane closure on Railway Parade, west of Croydon Street may be required for delivery of plant in readiness for the scheduled rail shutdown from 19-22 March. This will be undertaken outside of peak traffic times. • Installation of electrical conduits and fence reinstatement works will be carried out adjacent to the rail corridor along Railway Parade between Croydon Street and Bellevue Avenue. To facilitate these works safely several car spaces on Railway Parade will be temporarily out of use during the works.

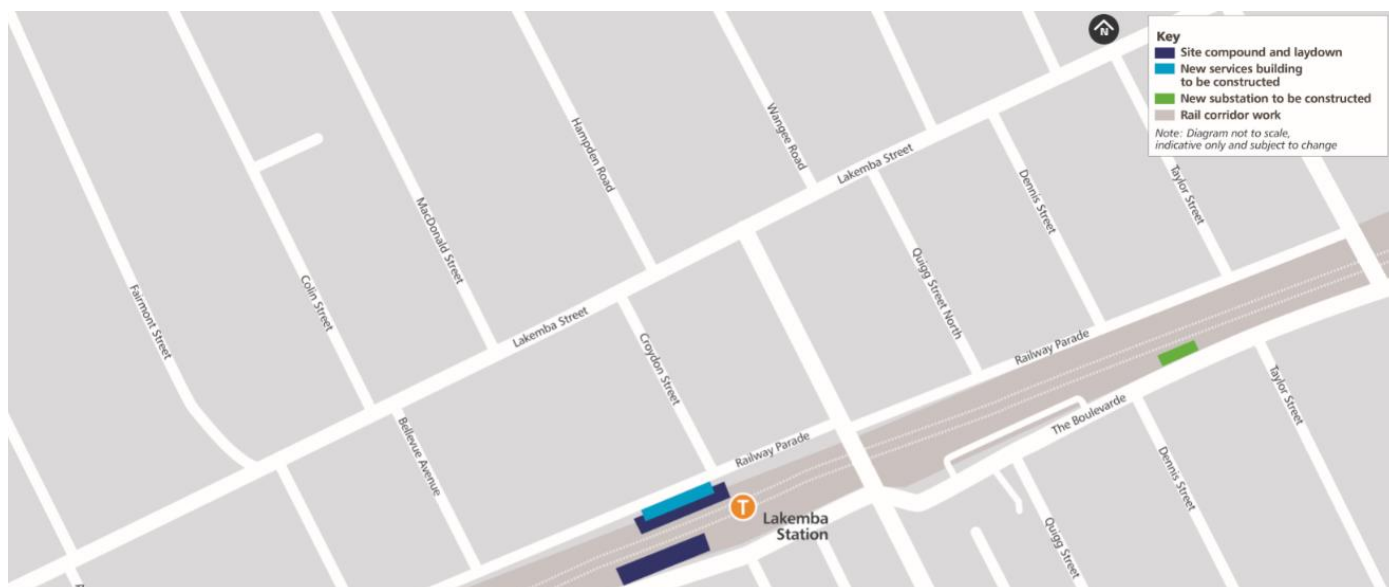
Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles.

Date / time	Detail of work
During the scheduled rail shutdown weekend: Between 10:30pm Friday 19 March to 2am Monday 22 March 2021	<ul style="list-style-type: none">• Installing temporary fencing and removing approximately 20 parking spaces for the weekend on Railway Parade west of the station entrance for construction of the Sydney Metro services building• Undertaking slit trenching on the station platforms using a vacuum truck which will be located in the station's bin storage area adjacent to the station entrance on Railway Parade• Constructing a service crossing of the tracks at the western end of the station• Installing utilities and services including trenching adjacent to Railway Parade• Relocating an advertising Board facing Platform 1, near Railway Parade• Non intrusive survey of fencing along the railway corridor• Potholing and geotechnical investigations including non destructive digging, small boreholes, soil testing and surveys inside the rail corridor.

Equipment used for all the above work will include excavators, jack hammers, vacuum trucks, slasher, motorised saws, concrete trucks, delivery vehicles, borehole driller, rollers, generators, whacker packer, dump trucks, wood chipper, mulcher, grass cutters, telehandler, piling rig, crane trucks, drilling rig, lifting machinery, elevated work platform, bobcats, concrete pumps, cable pulling equipment, compactors, lighting towers, forklift, water cart, hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non tonal reversing beepers. **Where temporary footpath changes, car parking removal or lane closures are required for works, traffic control, pedestrian detours and signage will be in place to assist the community.**



Keeping you informed

Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Grace** or email LinewideMetro@transport.nsw.gov.au. For all other works please ask for **Natalia** or email SouthwestMetro@transport.nsw.gov.au. **Thank you for your cooperation while we complete this essential work.**



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southwestmetro@transport.nsw.gov.au



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Notification – Southwest Metro

Lakemba - April 2021

Sydney Metro is Australia's biggest public transport project.

Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre. The upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018.

A contract was awarded to an unincorporated joint venture of Haslin Constructions and Stephen Edwards Constructions in December 2020 for the upgrade of Marrickville, Canterbury and Lakemba Stations. **In April, work will continue along the rail corridor and at Lakemba Station** (weather and site conditions permitting). Access to the rail corridor will be via existing rail corridor/pedestrian access gates. **Day work will be undertaken during project standard construction hours Monday to Friday 7am-6pm and Saturday 8am-6pm.** All work activities are subject to relevant approvals. The map on page 2 shows location details.

Location	Detail of day work
Lakemba (along the rail corridor)	<ul style="list-style-type: none"> Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities and fencing Devegetation and tree clearing throughout the rail corridor where required Cabling work and installation of fencing, cable service routes and galvanised steel troughing (GST) Installation and removal of haul roads and temporary fencing throughout the rail corridor Site compound establishment along the rail corridor including installation of site sheds Surveys and visual inspections of station buildings and roads in proximity to the rail alignment
Around Lakemba station (Railway Parade and The Boulevarde)	<ul style="list-style-type: none"> Devegetation and tree clearing as required Undertaking site establishment including installing site offices, amenities, barriers and temporary fencing Undertaking pothole investigations adjacent to Railway Parade and The Boulevarde Delivery and storage of materials and plant
Services building site on Railway Parade near Bellevue Avenue	<ul style="list-style-type: none"> Trenching, relocation and upgrade of electrical services Removing up to 30 parking spaces on Railway Parade west of the station entrance for site establishment of site sheds, laydown yard and construction of the metro services building. These car spaces will be in use by the project team until early 2022. Signage will be installed to notify the community in advance.
Substation site	<p>Activities at the substation site (north of The Boulevarde, west of Taylor Street) will include:</p> <ul style="list-style-type: none"> Installing temporary fencing Soil classification sampling and non-destructive digging Stockpiling excavated material

Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled works will be notified prior to works starting.

Date / time	Detail of work and location
Mid-week works between 6pm and 7am Monday 29 March to Friday 30 April 2021 (no more than 3 nights per week)	<ul style="list-style-type: none"> Investigation activities including non-destructive digging Installation of signal equipment and cabling on The Boulevard CCTV drain investigations will take place between 8pm and 4.30am. Access will be via The Boulevard intersection with Sproule Street. To safely deliver the work, a single lane closure will be in place at the intersection. Traffic control will be in place to assist the community.





Equipment used for all the above work will include excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, sucker trucks, delivery vehicles, borehole drillers, rollers, generators, whacker packers, dump trucks, wood chippers, mulchers, grass cutters, telehandlers, drilling rigs, lifting machinery, elevated work platforms, bobcats, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaw, water carts, vibrating plates, and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers. **Where temporary footpath changes, car parking removal or lane closures are required for works, traffic control, pedestrian detours and signage will be in place to assist the community.**



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Notification – Southwest Metro

Lakemba – May 2021

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In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre. The upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018.

In May, work will continue along the rail corridor and at Lakemba Station (weather and site conditions permitting). Access to the rail corridor will be via existing rail corridor/pedestrian access gates. **Day work will be undertaken during project standard construction hours Monday to Friday 7am-6pm and Saturday 8am-6pm.** All work activities are subject to relevant approvals. The map on page 2 shows location details.

Location	Detail of day work
Lakemba (along the rail corridor)	<ul style="list-style-type: none"> Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities and fencing Devegetation and tree clearing throughout the rail corridor where required Cabling work and installation of fencing, cable service routes and galvanised steel troughing (GST) Installation and removal of haul roads and temporary fencing throughout the rail corridor Site compound establishment along the rail corridor including installation of site sheds Surveys and visual inspections of station buildings and roads in proximity to the rail alignment Plant and material deliveries and removals Temporary occupation of parking bays
Around Lakemba Station (Railway Parade and The Boulevard)	<ul style="list-style-type: none"> Devegetation and tree clearing as required Saw cutting, trenching and excavation on the platform Installing barriers and fencing Repairs and upgrades to the station buildings Removing redundant services
Services building site on Railway Parade near Bellevue Avenue	<ul style="list-style-type: none"> Taking over up to 45 parking spaces at Railway Parade between Croydon Street and Ernest Street North, subject to approval. The space will be used to set up site compounds including installation of site sheds and creation of laydown yards. Installing barriers, fencing, site offices and amenities Investigating and upgrading existing services and utilities, including high voltage lines and stormwater Tree removal and trimming Delivering materials and plant Earthworks and piling, and stockpiling and removing excavated material
Lakemba Substation site (north of The Boulevard, west of Taylor Street)	<ul style="list-style-type: none"> Slit trenching and taking samples for soil classification Tree removal within the rail corridor Temporary power connection Importing material.

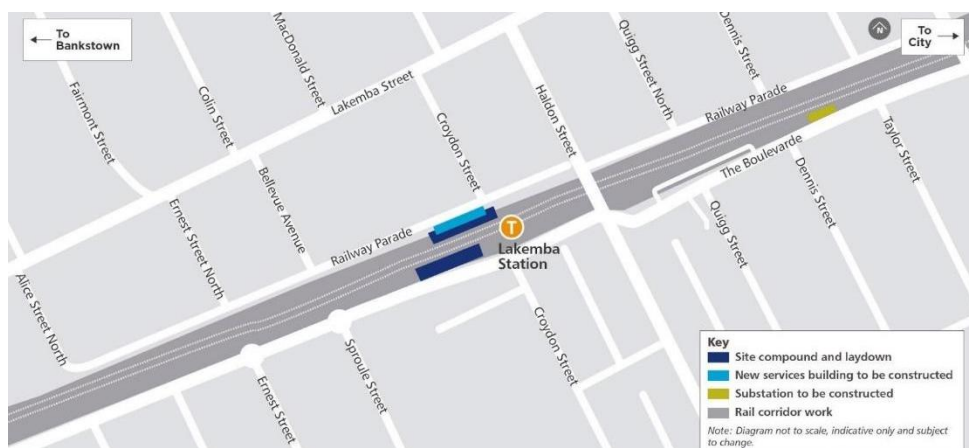
Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled works will be notified prior to work starting. More details about upcoming out-of-hours work is provided on page 2.

Date / time	Detail of work and location
Mid-week work between 6pm and 7am Monday 3 May to Friday 28 May 2021 for no more than 3 nights per week	<ul style="list-style-type: none"> • Installation of signal equipment • Cable pulling activities • Investigation works including non-destructive digging
During the scheduled rail shutdown weekend: Between 10.30pm Friday 28 May to 2am Monday 31 May	<ul style="list-style-type: none"> • Investigation activities including non-destructive digging and removal of redundant rail infrastructure • Installation of signal equipment, cabling and service routes and upgrading drainage • Installation of temporary fencing • Retaining wall construction • Creating piling pads and piling at the services building site • Piling along the platforms and under Haldon Street bridge • Installing and commissioning a new HV pole • Tree trimming and removal along The Boulevard and Railway Parade • Temporary removal of a small number parking spaces (for weekend work along The Boulevard) • Delivery and removal of plant and materials via access gate on The Boulevard near Dennis Street • Hi-rail plant movements between access gate on The Boulevard (near Dennis Street/Station) • Building the water and sewer connection between the Lakemba Substation site and the Belmore site office inside the rail corridor
Between 6am and 8am Saturday 8, 15, 22 May	<ul style="list-style-type: none"> • Site compound deliveries and set up at the Railway Parade and The Boulevard Carpark areas

Equipment used for all the above work will include excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, sucker trucks, delivery vehicles, front loaders borehole drillers, rollers, generators, whacker packers, dump trucks, wood chippers, mulchers, grass cutters, telehandlers, drilling rigs, lifting machinery, elevated work platforms, bobcats, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaw, water carts, vibrating plates, and hand and power tools.

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