EASTERN TUNNELLING PACKAGE
John Holland CPB Contractors Ghella JV

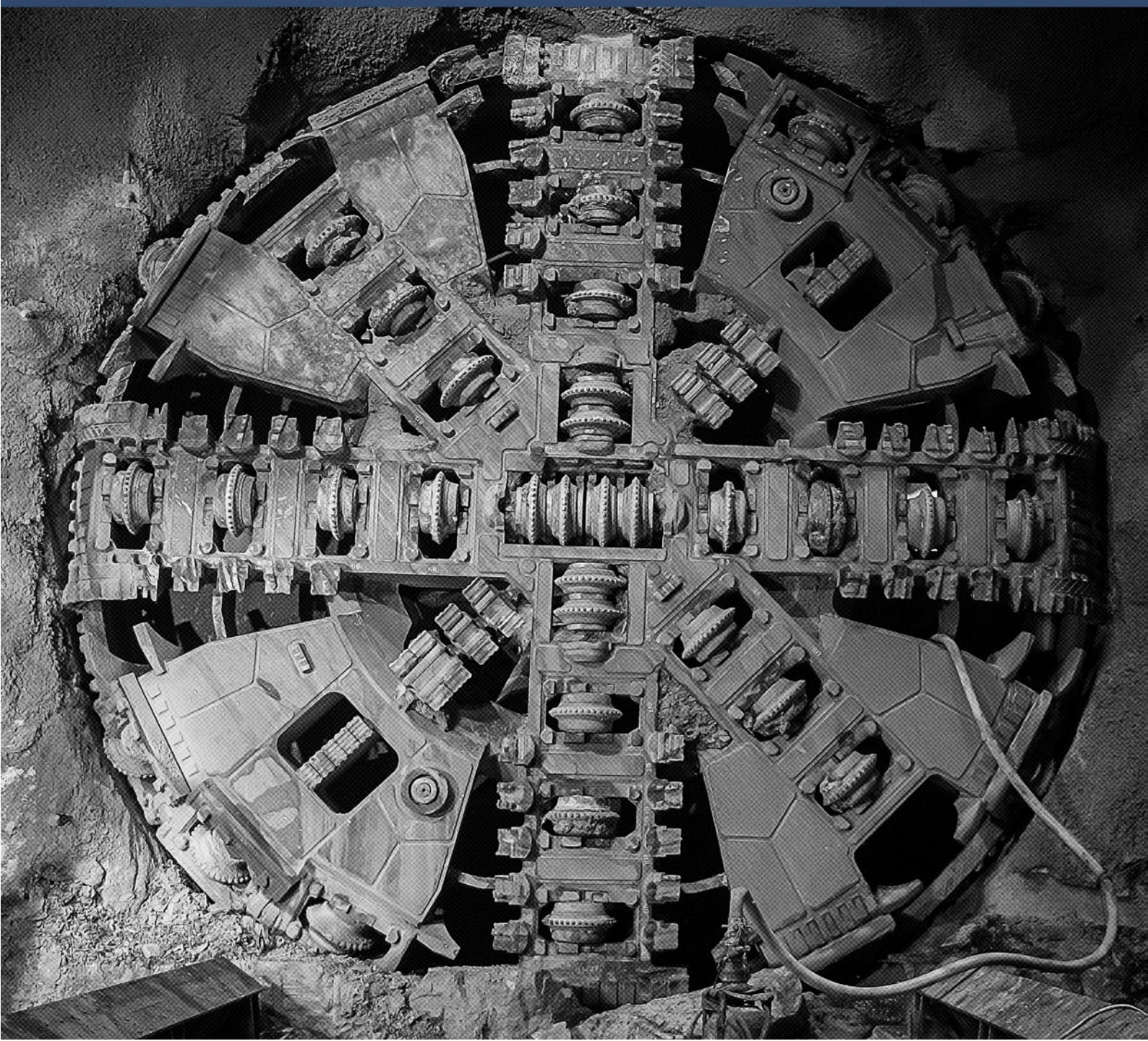
The Bays

Minor ancillary facility assessment

Vehicle parking

Revision G

SMWSTETP-JCG-TBY-TF200-EN-MEM-072001



Memo	
Title	Application for amendment to Minor Ancillary Facility – The Bays
Date	22 May 2024
Doc Number	SMWSTETP-JCG-TBY-TF200-EN-MEM-072001
To	[redacted] (Sydney Metro), [redacted] (Environmental Representative)
From	[redacted] (JCG JV – Environment, Approvals & Sustainability Director)

1. Introduction

This memo relates to a minor ancillary facility associated with a car parking area located adjacent to the Sydney Metro 'The Bays' construction site, at Glebe Island, Rozelle.

The minor ancillary facility has not been identified in the Sydney Metro West Stage 2 Environmental Impact Statement (EIS). Figure 1 shows the location of the revised minor ancillary facility. The lease on the existing facility has expired and Ports NSW has provided an alternate location for the facility which will be managed in accordance with the John Holland CPB Contractor Ghella (JCG) Joint Venture (JV) Construction Environmental Management Plan (CEMP) and sub plans.

Figure 1: Location of the minor ancillary facility

The minor ancillary facility is required for construction personnel light vehicle parking. The facility would allow improved capacity and safety for vehicle parking. The area is approximately 5346 square metres and requires minimal construction works to establish the site (e.g. perimeter fencing, line marking, lighting tower install, boom gate and barrier installation), refer to Figure 2. Minor ancillary facility (Rev E) was endorsed by the Environment Representative on 17 November 2023. This revision has been revised to include the new location of the vehicle parking area and remove the previous marshalling yard and light vehicle parking (refer to Figure 1). Details of pedestrian access to the ETP site office is shown in Figure 3.

2. Compliance

The approval pathway for minor ancillary facilities is identified in the Sydney Metro West Stage 2 Planning Approval.

The use of the vehicle parking area as a minor ancillary facility at The Bays construction site as shown in Figure 1 is not identified in the Sydney Metro West Stage 2 EIS. However, the Environmental Representative (ER) may assess the ancillary facility to confirm if the requirement of Condition of Approval (CoA) A23 are met. Table 1 outlines compliance with each requirement of CoA A23.

Table 1: Compliance with requirements of CoA A23

CoA	Requirement	Compliance
A23	Lunch sheds, office sheds, portable toilet facilities, and the like, can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria:	This memo and Application for Minor Ancillary Facility (Appendix A) has been prepared and will be provided to the ER to allow the assessment of the impacts of the minor ancillary facility located adjacent to The Bays construction site.
A23 (a)	Are located within or adjacent to the Construction Boundary; and	The minor ancillary facility will be located adjacent to the Sydney Metro 'The Bays' construction site.
A23 (b)	Have been assessed by the ER to have: i. minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the ICNG, traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and	There would be minimal amenity impacts as the location is not surrounded by residential receivers. The area is within an industrial area, i.e. working maritime port environment. Appendix A provides an analysis of potential impacts and mitigation measures, when necessary.
	ii. minimal environmental impact with respect to waste management and flooding, and	There will be minimal environmental impact with respect to waste management and no impact with respect to flooding as described in Appendix A.
	iii. no impacts on biodiversity, soil and water, and Heritage items beyond those already approved under other conditions of this approval.	There will be no environmental impact with respect to biodiversity, soil and water, and heritage as described in Appendix A.

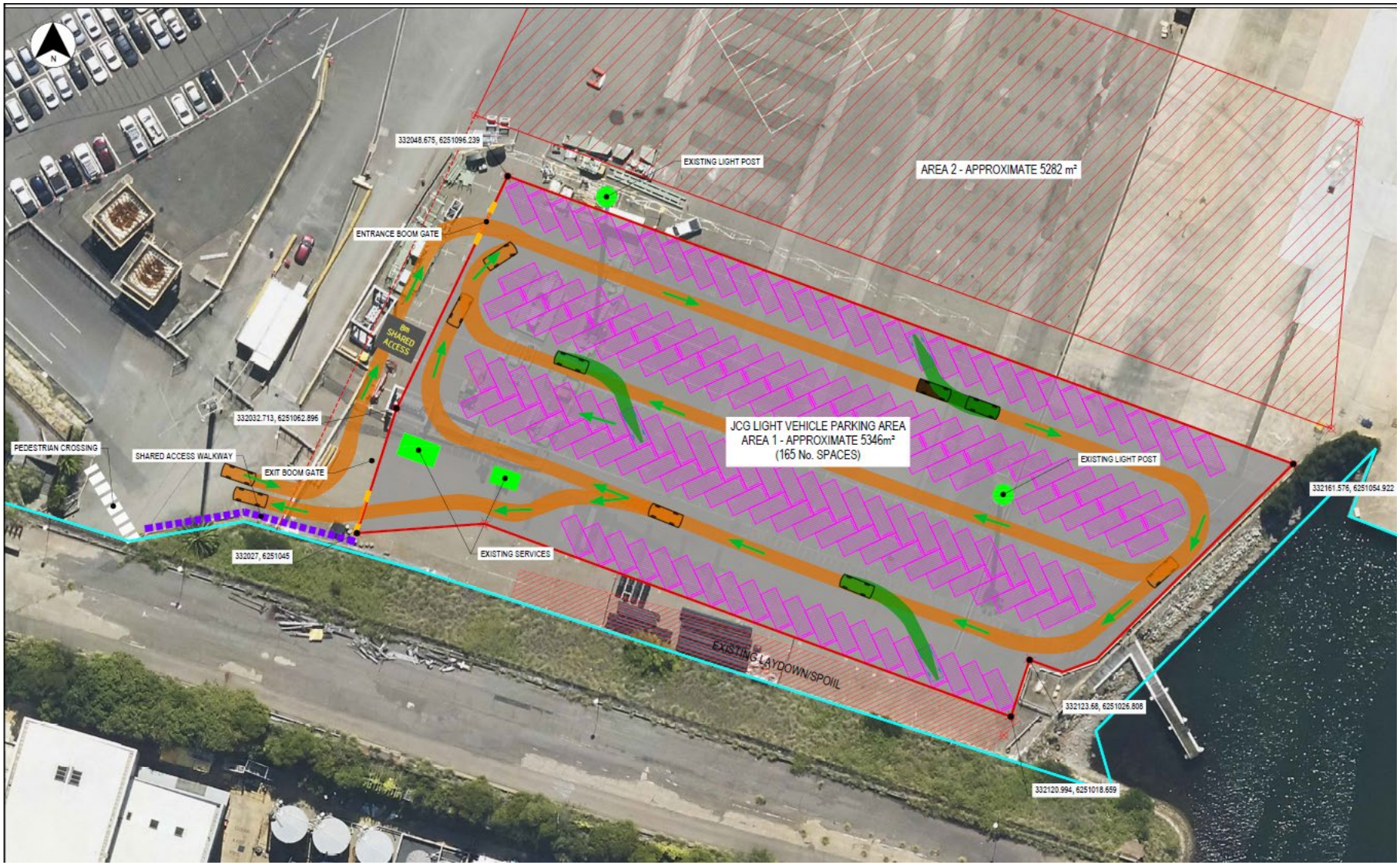


Figure 2 Layout of the carparking facility

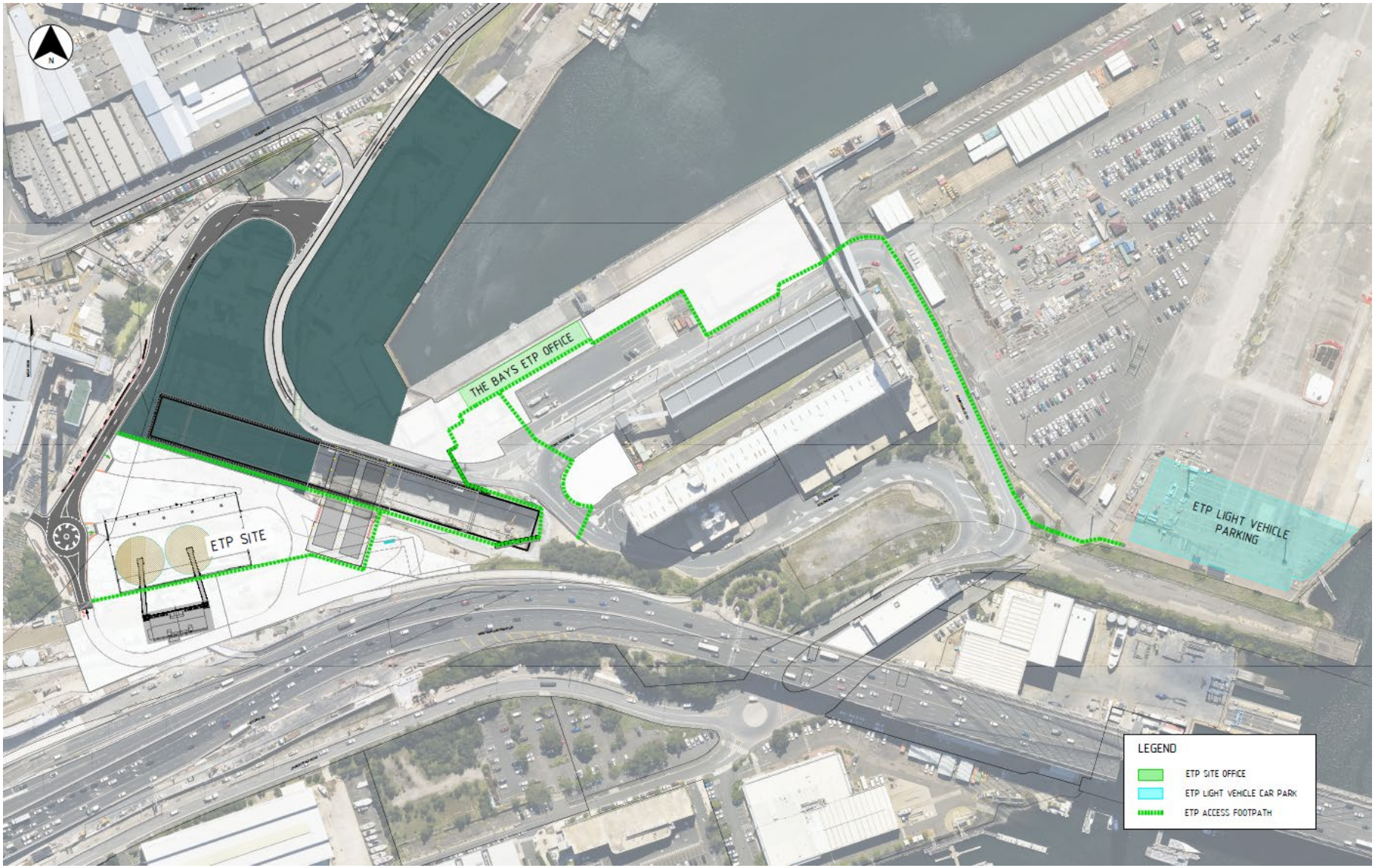


Figure 3 Carpark location and pedestrian pathway to The Bays ETP office

Appendix A - Application for Minor Ancillary Facility

Minor ancillary facility information	
Site location (attach map for reference)	Glebe Island, Rozelle NSW 2039.
Date works to commence: 26/09/2023 (ER approved 26/06/2023 Rev C) 17/11/2023 (Rev E) amended to increase the size of the facility and increase vehicle numbers 17/06/2024 (Rev G) amended to relocate LV parking and remove truck marshalling	**Date works to finish:** June 2025

Minor ancillary facilities in accordance with A23

The minor ancillary facility associated with a light vehicle parking is located adjacent to the Sydney Metro Bays construction site at Glebe Island.

The minor ancillary facility was not identified in the Sydney Metro West Stage 2 EIS. This update to the minor ancillary facility is required to provide a revised construction light vehicle parking area and the removal of the truck marshalling area associated with The Bays. The change is a result of the lease expiring for the existing area and a new leased area being offered by Ports NSW.

The *Construction Traffic Management Plan The Bays Stage 2 Tunnelling Operations* (CTMP Stage 2) considers the light vehicle parking area (Section 6.10). The CTMP has been prepared in accordance with the Construction Traffic Management Framework (CTMF) and submitted for approval on (22/05/2024).

The establishment of the facility requires minimal construction works to establish the site. Site establishment includes the installation of perimeter fencing, line marking, lighting tower install, boom gate and barrier installation to delineate the site. Refer to Table 2 for details of the assessment of each aspect.

Note, no sensitive land user(s) are adjacent to the minor ancillary facility, therefore the requirements of CoA A24 and A25 are not triggered.

Table 2: Aspect assessment

Aspect	Assessment
▪ **Amenity to surrounding residencies and businesses**	▪ The facility is located in an industrial setting on Glebe Island and is approximately 530m from the closest residence located on Robert Street Rozelle. The impact is likely to be minimal for residences and the Glebe Island businesses as a result of the facility. ▪ The Visual Amenity Management Sub plan would be implemented during the operation of the facility.
▪ **Noise**	▪ There are no residential receivers in the vicinity of the minor ancillary facility. Noise impacts from the facility would be consistent with the Noise Management Levels and therefore compliant with the Interim Construction Noise Guidelines (DECC, 2009) ▪ Construction traffic movements have been assessed in the Detailed Noise and Vibration Impact Statement – The Bays, refer Section 8.

Aspect	Assessment
	▪ The Noise and Vibration Management Sub plan would be implemented during the operation of the facility.
▪ **Traffic and access**	▪ The facility would be used to minimise traffic and access impacts during construction by providing approx. 165 light vehicle spaces. ▪ The provision of the light vehicle spaces adjacent to the site will reduce the likelihood of construction workers parking on surrounding local streets. ▪ The facility provides a safe path of travel for workers to access the construction site. Potential impacts on offsite parking would be minor and managed in accordance with the Construction Parking and Access Strategy. ▪ Potential impacts on traffic and access would be minor and managed in accordance with the CTMP (Stage 2).
▪ **Dust and odour**	▪ The facility is located in a hard paved/sealed surface and dust generation would be negligible. There would be no odour impacts. The facility would be managed in accordance with the Air Quality Management Sub plan. The management measures include the use of a water cart or road sweeper on access roads.
▪ **Visual (including light spill)**	▪ Visual amenity impacts would be minor as there are no surrounding residential receivers or sensitive land users. Lighting for the facility would be oriented downwards and not directed across the Bay. Silenced lighting towers would be installed when the facility is used at night. ▪ The Visual Amenity Management Sub plan would be implemented during the operation of the facility.
▪ **Waste management**	▪ Waste is expected to be negligible. Waste facilities would be provided for general waste (e.g. food packaging) and be disposed at an appropriate facility and managed in accordance with the Waste Management Sub-plan.
▪ **Flooding**	▪ The location for the minor ancillary facility is not mapped as vulnerable to flooding.
▪ **Biodiversity**	▪ The location for the minor ancillary facility is highly disturbed (pavement area). There would be no vegetation clearing, tree removal or pruning, or impacts to biodiversity values. No additional assessment is required.
▪ **Soil and water**	▪ There will be no disturbance to soil and the area is fully hard paved/sealed surface. The location will be added to the Erosion and Sediment Control Plan and Environmental Control Map. The facility will be managed in accordance with the Soil and Water Management Sub plan.

Aspect	Assessment
▪ **Heritage**	▪ No heritage items are located at the facility. There will be no impacts to heritage items as a result of the use of the minor ancillary facility. No additional assessment is required.

Internal sign off		
Environment, Approvals & Sustainability Director:		
Name: [redacted]	**Signature:** [redacted]	**Date:** 12/06/2024

Environmental Representative sign off		**Yes/No**
Does the minor ancillary facility meet the requirements of Condition of Approval A23?		
Name: [redacted]	**Signature:** [redacted]	**Date:** 14 June 2024
Additional comments / notes:		