EASTERN TUNNELLING PACKAGE
John Holland CPB Contractors Ghella JV

JOHN HOLLAND CPB CONTRACTORS Ghella

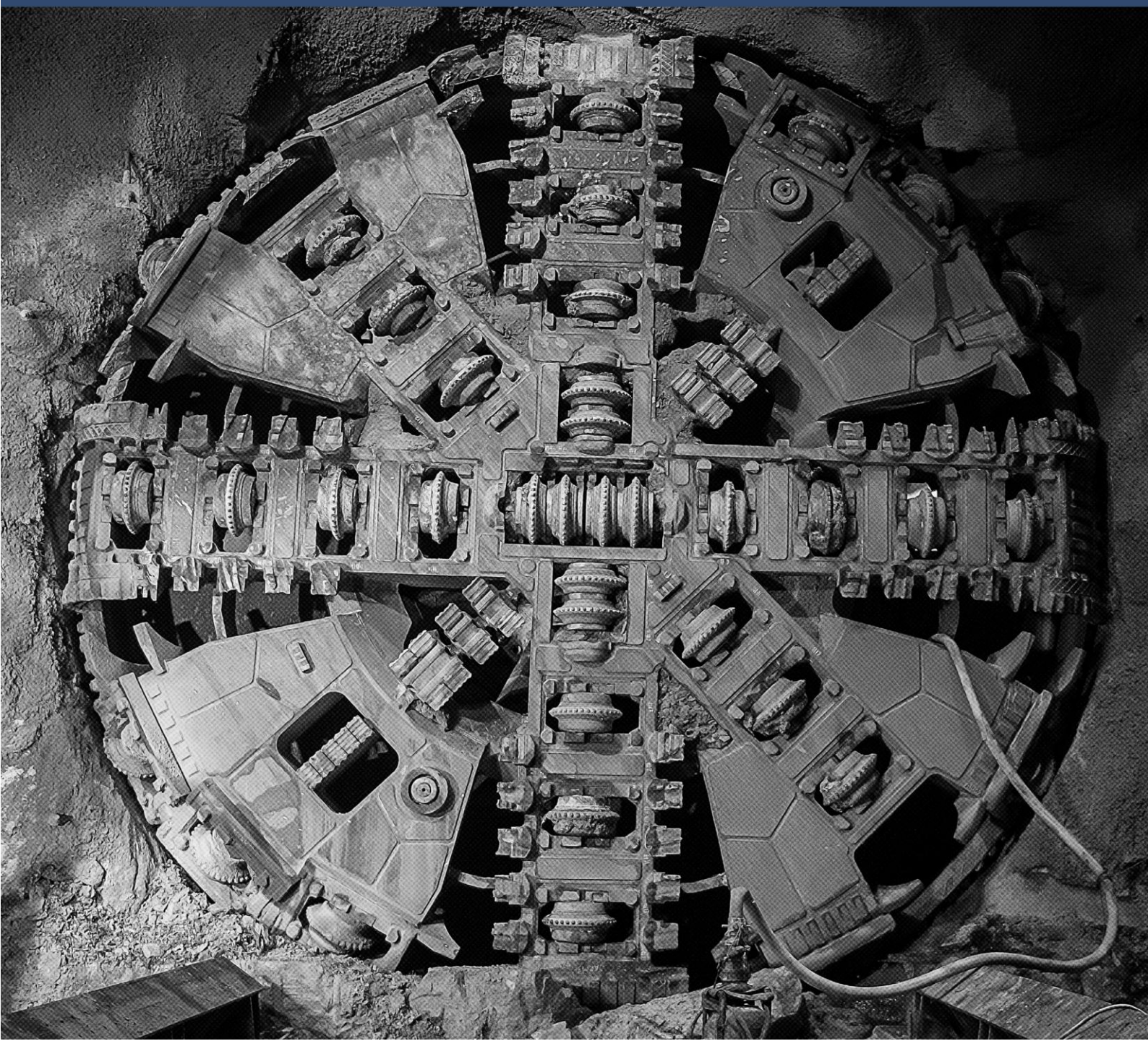
The Bays

Ancillary Facility Assessment

Truck Marshalling Area

Revision D

SMWSTETP-JCG-SWD-SN000-EN-RPT-095056



Memo	
Title	Application for Ancillary Facility – The Bays Truck Marshalling Area
Date	22 July 2025
Doc Number	SMWSTETP-JCG-SWD-SN000-EN-RPT-095056
To	Ari Stypel (Sydney Metro), Michael Woolley (Environmental Representative)
From	Sally Reynolds (JCG JV – Environment, Approvals & Sustainability Director)

1. Introduction

This memo relates to an ancillary facility associated with a truck marshalling area located adjacent to the Sydney Metro 'The Bays' construction site.

The ancillary facility has not been identified in the Sydney Metro West Stage 2 Environmental Impact Statement (EIS). Figure 1 and Figure 2 show the location of the proposed ancillary facility. The lease on the existing truck marshalling location on Glebe Island is due to expire and an alternative location is required. The proposed truck marshalling area 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 ancillary facility

The ancillary facility is required for a truck marshalling area. The area would allow for the staging of spoil trucks to allow for consistent dispatch to the required sites (e.g. Pyrmont and Hunter Street), therefore preventing queuing on public roads. The area is approximately 2300 square metres and will have 17 bays and capacity for 13 heavy vehicles. Some construction works are required to establish the site (e.g. concrete paving, line marking, barrier installation and fencing), refer to Figure 2. The proposed truck marshalling area will also be utilised for construction material/equipment laydown.

Amenities including crib rooms and toilet facilities will be required and will be located within the current boundaries of the Bays Site.

2. Compliance

The approval pathway for ancillary facilities is identified in the Sydney Metro West Stage 2 Planning Approval (SSI 19238057) Condition A20.

The use of the truck marshalling area as an 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) A20 are met. Table 1 outlines compliance with each requirement of CoA A20.

Table 1: Compliance with requirements of CoA A20

CoA	Requirement	Compliance
A20	Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 can only be established and used in each case if:	This memo and Application for Ancillary Facility (Appendix A) has been prepared and provided to the ER to allow the assessment of the impacts of the ancillary facility located adjacent to The Bays construction site.
A20 (a)	they are located within or immediately adjacent to the Construction Boundary; and	The ancillary facility will be located immediately adjacent to the Sydney Metro 'The Bays' construction site.
A20 (b)	they are not located next to sensitive land user(s) (including where an access road is between the facility and the receiver), unless the landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location; and	The proposed ancillary facility is not located next to sensitive land user(s). 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.
A20 (c)	they have no impacts on Heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the conditions of this approval; and	No land clearing or ground disturbance is required. There will be no impact on Heritage items, threatened species, populations or ecological communities as described in Appendix A.
A20 (d)	the establishment and use of the facility can be carried out and managed within the outcomes set out in the conditions of this approval, including in relation to environmental, social and economic impacts.	The establishment and use of the facility can be undertaken in accordance with the existing Conditions of Approval for the Project.

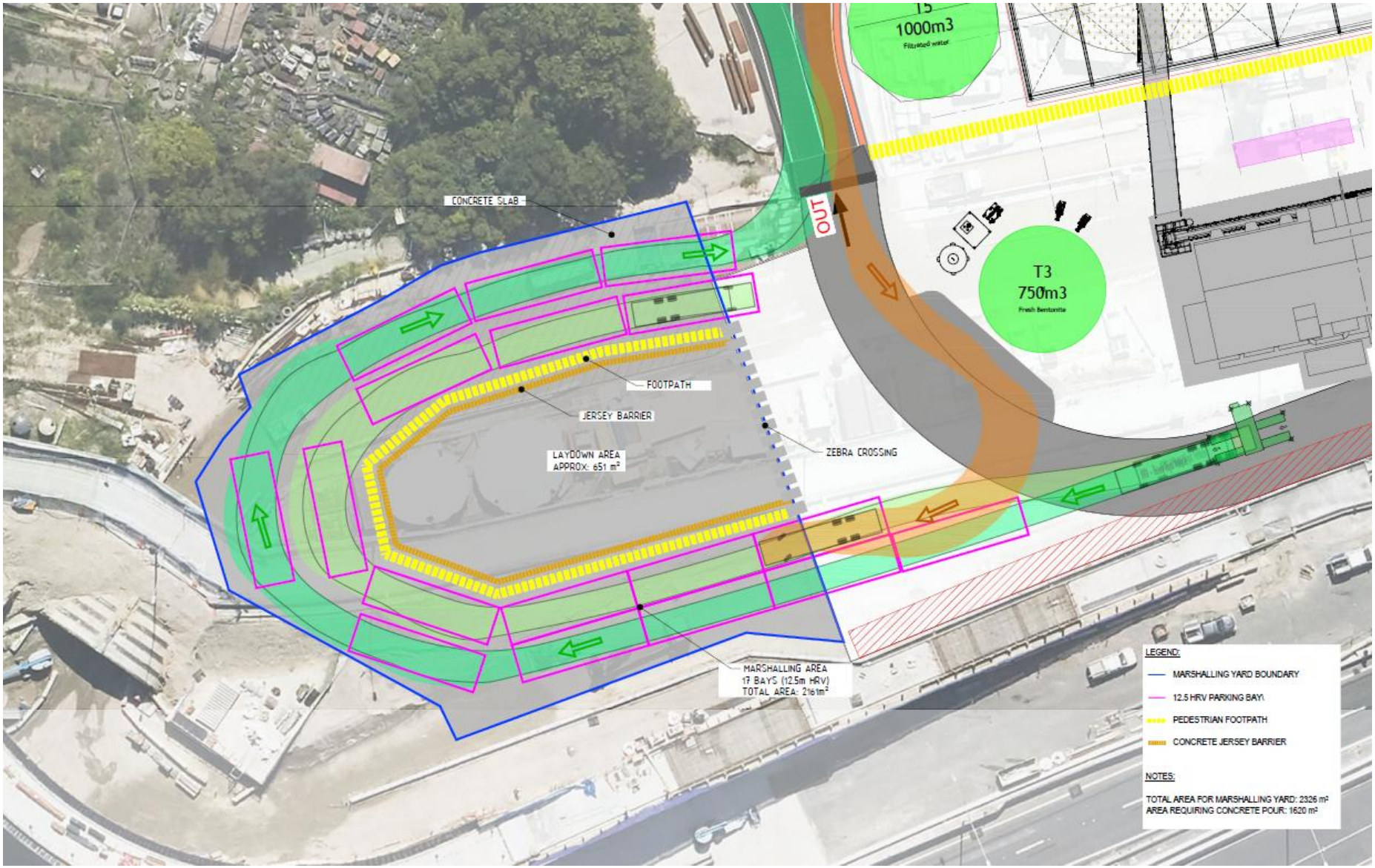


Figure 2 Layout of the truck marshalling area

Appendix A - Application for Ancillary Facility

Ancillary facility information	
Site location (attach map for reference)	Glebe Island, Rozelle NSW 2039. Refer Figure 1
Date works to commence: 16 June 2024	**Date works to finish:** December 2026

Ancillary facilities assessment in accordance with A20

The ancillary facility associated with truck marshalling is located adjacent to the Sydney Metro Bays construction site.

The ancillary facility was not identified in the Sydney Metro West Stage 2 EIS. This facility is required for a new truck marshalling area and for construction material/equipment laydown. The change is a result of the lease expiring for the existing area located at Glebe Island, refer *Minor Ancillary Facility – The Bays Vehicle Parking and Truck Marshalling SMWSTETP-JCG-TBY-TF200-EN-MEM-072001*.

The *Construction Traffic Management Plan The Bays Stage 2 Tunnelling Operations* (CTMP Stage 2) considers the marshalling area. The CTMP has been prepared in accordance with the Construction Traffic Management Framework (CTMF) and submitted for approval on (10/06/2024) however the updated CTMP approval is not required prior to the use of the truck marshalling area as access to the area is from within the existing construction site and there is no change in impact to road users or the public.

The establishment of the facility requires minimal construction works to establish the site. Site establishment includes the installation of concrete paving, perimeter fencing, jersey kerb installation and line marking. Refer to Table 2 for details of the assessment of each aspect. Note, no ground disturbance is required.

Note, no sensitive land user(s) are adjacent to the 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 150m from the closest residence located on Lilyfield Road, noting that the these residents are located adjacent to Victoria Road which is a main arterial road in the area. Therefore, the impact is negligible 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**	▪ The closest residential receivers are approximately 150m from the proposed truck marshalling area, adjacent to Victoria Road. The dominant noise sourced from this area is traffic on Victoria Road. ▪ Construction traffic movements have been assessed in the Detailed Noise and Vibration Impact Statement – The Bays, refer Section 8. ▪ The Noise and Vibration Management Sub plan would be implemented during the operation of the facility.

Aspect	Assessment
▪ **Traffic and access**	▪ The facility would be used to minimise traffic and access impacts during construction by providing a truck marshalling area for approximately 13 heavy vehicles. ▪ Potential impacts on traffic and access would be minor and managed in accordance with the existing CTMP (Stage 2).
▪ **Dust and odour**	▪ The facility will be concreted prior to use 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 within the truck marshalling area.
▪ **Visual (including light spill)**	▪ Visual amenity impacts would be negligible due to the existing land use. Lighting towers are not proposed for the facility. ▪ 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 ancillary facility is not mapped as being vulnerable to flooding.
▪ **Biodiversity**	▪ The location for the ancillary facility is highly disturbed. 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 will be 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.
▪ **Heritage**	▪ The facility is located above the White Bay Power Station Inlet Canal (s170 listed item) however, there will be no impact to this item as there is no ground disturbance required. The marshalling area is located within the heritage curtilage of the White Bay Power Station (SHR No. 01015) but does not intrude on the physical fabric of the structure of the facility itself. No additional assessment is required.

Internal sign off		
Environment, Approvals & Sustainability Director:		
Name: Sally Reynolds	**Signature:** Stuart Anstee	**Date:** 22/07/2025

Environmental Representative sign off		Yes/No
Does the ancillary facility meet the requirements of Condition of Approval A20?		
Name: Michael Woolley	**Signature:** Michael Woolley	**Date:** 4 September 2025

Additional comments / notes:

Noted that the CPAS (Rev 5) covering the location for the truck marshalling was approved by DPHI on 14 June 2024.