Sydney Metro Environment Impact Assessment Checklist

Reference number	CSW-EIA-01-2023	**iCentral number**	SM-24-00101174
Location:	Sydney Steel Road, Marrickville	**Timeframe:**	July 2024 – December 2025
Project name:	Temporary Marrickville Bus Depot		

1. Description of proposed activity

The purpose of this Environmental Impact Assessment checklist is to assess the use of a portion of Sydney Metro's residual land adjacent to the Sydney Metro Train Facility South (SMTFS) to serve as a temporary Bus Depot to support Temporary Transport Plan (TTP) arrangements during the final possession period on the T3 Bankstown Line. The proposed Bus Depot site is located on Sydney Steel Road within close proximity to Sydenham Station (See Figure 1). The site is referred to in this assessment as the 'Temporary Marrickville Bus Depot'.

Construction

The construction of the proposed Temporary Marrickville Bus Depot would include:

- Installation of refuelling facilities and shelters/shade over refuelling sites
- Installation of demountable buildings and removal of existing demountable buildings which are in poor condition
- Installation of a bus washing facility including a shelter/canopy over the bus washing area, blind capture pit, and demountable water management system
- Installation of a temporary marquee for minor bus maintenance
- A parking area for drivers' private vehicles
- Installation of lighting, fencing and CCTV equipment
- Minor line marking on site to help bus management on site
- Minor paving works including patching, resurfacing and remediation where required
- Minor grade adjustment works at the site entry and exit points
- Connection to existing utilities and additional connections (if required)

Existing demountable buildings onsite would be removed and replaced with new like-for like facilities. Existing utility connections would be disconnected from the current demountable structures and reconnected to new demountable structures. As part of the paving works, grade adjustments, potential utility connections, and installation of temporary facilities, there may be some minor ground excavation works within and directly adjacent to the site.

Site establishment would mostly be completed during standard construction hours, however some Out of Hours Work (OOHW) may be required. Site establishment and construction works would commence from mid 2024 to prepare for operation in late 2024. Construction traffic is expected to be about five light vehicles per day and up to five heavy vehicles on some days to provide for, excavators, asphalt-laying, concrete trucks, cranes for placement of demountable buildings, fuel tank and diesel exhaust fluid tank, and delivery of temporary storage containers.

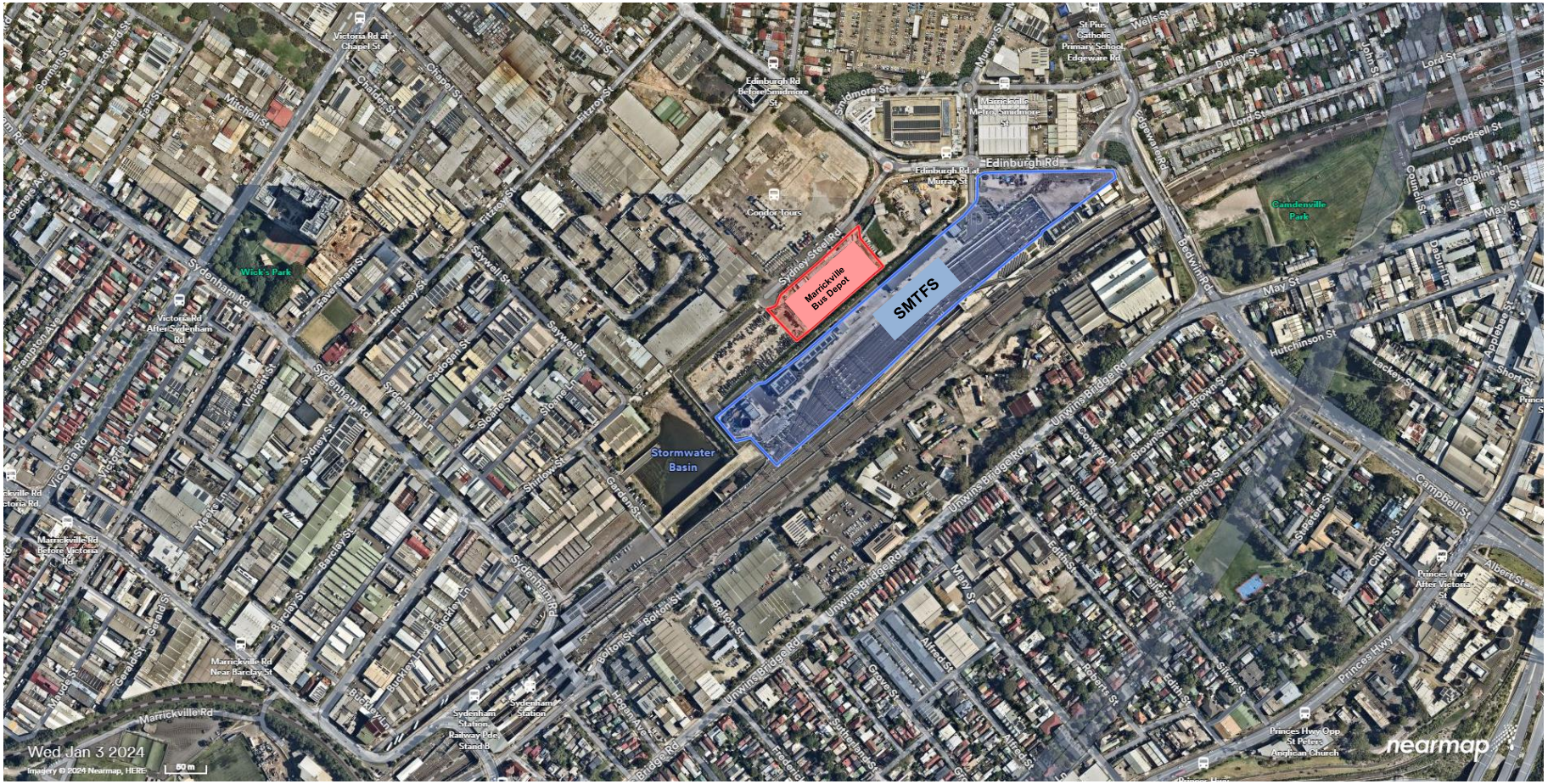


Figure 1 – Proposed Temporary Marrickville Bus Depot on Sydney Steel Road (in red)

Operation

The proposed Temporary Marrickville Bus Depot would be utilised as a depot location and driver break area to support the Temporary Transport Plan (TTP) arrangements during the final possession period on the T3 Bankstown Line, which commenced on 30 September 2024.

Proposed Temporary Marrickville Bus Depot

The proposed Temporary Marrickville Bus Depot would operate 24 hours a day, seven days a week (24/7) to support the TTP bus operators and to undertake cleaning, refuelling, charging of battery electric buses and any minor maintenance works. The proposed Temporary Marrickville Bus Depot would accommodate up to 60- buses and 37 cars spaces for the Bus operator's private vehicles at any given time.

Whilst the Bus Depot would operate 24/7, limited bus movements are anticipated during night-time periods. Access and exit from the proposed Temporary Marrickville Bus Depot would be from two separate entry/exit points along Sydney Steel Road (See Figure 2).

Buses would be entering and exiting the site to meet the demand of the TTP bus timetable with the majority of buses operating during peak hours and throughout the day.

Bus routes

During the final possession period, TTP bus services would be provided along multiple routes including all stop and limited stop services during peak and off-peak periods. The final route structure was determined in early 2024. The Sydenham to Bankstown project (SSI 8256) incorporates the TTP arrangements and these bus services do not form part of this assessment. This assessment, however, includes the movement of buses between the proposed Temporary Marrickville Bus Depot and the TTP bus routes at Sydenham. Bus service routes (dead running) included within this proposal include Sydney Steel Road, Edinburgh Road, Fitzroy Street, a portion of Bedwin Road and Victoria Road, Marrickville.

Battery electric buses (Revision 4 – March 2025)

There will be inclusion of 15 battery electric buses to replace 10 aging diesel buses at the Marrickville Bus Depot. The following inclusions would be made at the depot during operation:

- Storage of portable chargers, high-efficiency diesel generators and fuel tank
- Installation of structured cable pathways to ensure safe and efficient power distribution across the site
- Construction of a custom-built switchboard to manage power distribution efficiently
- Installation of pedestrian and vehicle separation railings and an emergency "stop" outlet..

The inclusion of 15 battery electric buses would replace 15 aging diesel buses operating from the depot, five of the 15 diesel buses would be kept as spares within the depot. The delivery of the battery electric buses would occur concurrently with the diesel buses being retired from the depot.

Decommissioning

Once the final possession period on the T3 Bankstown Line has concluded, the temporary facilities would be removed and site would be made good and returned to Sydney Metro in the same condition as received, with minor pavement and security improvements. The proposed Temporary Marrickville Bus Depot would operate for the duration of the possession (approximately 12 months). Decommissioning works would occur following conclusion of delivery of TTP bus services.

Following operation of the Bus Depot, a revised Detailed Site Investigation (DSI) would be undertaken by the Bus Operator prior to returning the site back to Sydney Metro.

The proposed Temporary Marrickville Bus Depot would involve the following decommissioning works:

- Disconnection from utilities, if required
- Disassembly and return of leased items (demountable buildings, fuel tanks, portable bus chargers, diesel generators, diesel exhaust fluid tank and marquee) to suppliers
- Removal of fuel bay awning
- Disconnection and removal of bus wash and bus maintenance facilities

- Removal of CCTV equipment
- Any required “make good” activities needed, including any actions identified through the DSI

Figure 2 – Direction of bus movements entering and exiting the proposed Temporary Marrickville Bus Depot

2. Planning pathway

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the system of environmental planning and assessment in NSW.

The Sydney Metro City & Southwest Chatswood to Sydenham critical State significant infrastructure (CSSI) project (SSI 7400) was approved under Division 5.2 of the EP&A Act by the Minister for Planning on the 9 January 2017 and modified to include the Sydenham Station and Metro Facility South (Mod 4) which included the land on which the proposed Temporary Marrickville Bus Depot is located.

The Sydney Metro City & Southwest Sydenham to Bankstown CSSI project (SSI 8256) was approved under Division 5.2 of the EP&A Act by the Minister for Planning on the 12 December 2018. The Sydenham to Bankstown project identified the requirement for a final possession period on the T3 Bankstown Line to enable the works that can only be completed once Sydney Trains services are no longer operating and to enable the line to be converted to Sydney Metro systems. The project provided a framework for a Temporary Transport Plan (TTP) which outlined the use of bus replacement services during track possession periods. The use of bus replacement services for the final possession has been approved under the Sydenham to Bankstown project. The need for a Bus Depot to support the TTP was not identified at the time of the Sydenham to Bankstown project approval. This assessment relates only to the buses moving from the route to the Depot and the use of the Depot.

As such, an alternative planning pathway was identified for the approval of the proposed Temporary Marrickville Bus Depot. The proposed Temporary Marrickville Bus Depot is subject to the environmental impact assessment and planning approval requirements of Part 5, Division 5.1 of the EP&A Act. Division 5.1 of the EP&A Act specifies the environmental impact assessment requirements for activities undertaken by public authorities, such as Sydney Metro, which do not require development consent under Part 4 of the Act.

In accordance with Section 5.5 of the EP&A Act, Sydney Metro, as the proponent and determining authority, must examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the proposal. Clause 171(2) of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) defines the factors which must be considered when determining if an activity assessed under Division 5.1 of the EP&A Act has or is likely to have a significant impact on the environment. This EIA Checklist provides an environmental impact assessment of the proposed Temporary Marrickville Bus Depot and Appendix A specifically responds to the factors for consideration under clause 171(2).

Clause 2.108 of the *Transport and Infrastructure State Environmental Planning Policy* (T&I SEPP) defines the proposal subject of this EIA Checklist as a Bus Depot. Clause 2.109 (2) of the T&I SEPP enables the delivery of Bus Depots by public authorities in a prescribed zone without development consent. The prescribed zone includes E4 Industrial and SP2 Special Infrastructure zoning, which is the zoning of the proposed site.

3. Site description and characteristics

The indicative design for the site is provided in Appendix B and Appendix C for inclusion of battery electric buses. The proposed Temporary Marrickville Bus Depot is located about 750 metres north-east of Sydenham Station in Marrickville. It is bounded by Sydney Steel Road to the north, Edinburgh Road to the east, Sydney Metro Trains Facility South (SMTFS) to the south and the existing Sydenham Pit and Drainage Pumping Station 1 (Sydenham Stormwater Pit) to the west, which is a State and local heritage item.

The site would be split usage with an area retained for use by Sydney Metro. The area would be fenced off and would not interrupt access to the Temporary Marrickville Bus Depot site.

To the north of the proposed site is a general industrial area. To the east is generally a low-density residential area interspersed with high density residential. To the south and west of the site is a general and light industrial area followed by a low-density residential area.

The site is owned by Sydney Metro and the proposed Depot would be operated and maintained by a Bus Operator. The site was previously cleared under Sydney Metro Chatswood to Sydenham project (SSI 7400) and its current state is residual concrete hardstand. The residual land is adjacent to the SMTFS which is expected to operate 24 hours per day and seven days per week and would be used for the operation and maintenance of the rolling stock, stations and the rail corridor once the Chatswood to Sydenham project commences in 2024.

There is limited vegetation in the vicinity of the site, consisting of street trees. There is a nearby aqueduct across the Sydenham Stormwater Pit to convey stormwater into the eastern channel. The eastern channel is a drainage channel that runs in a north-south direction through the adjacent SMTFS site and adjacent to the existing Sydney Trains tracks, outside the rail corridor.

The site is mapped as flood prone land, however flood modelling concluded that during a 1% Annual Exceedance Probability (AEP) event, areas of the site bordering Sydney Steel Road experience negligible flooding with typical depths of 0 to 0.05 metres and a low flood hazard classification of H1.

4. Justification for proposed works

Background

The NSW Government has announced its commitment to upgrade part of the T3 Bankstown Line to metro standards. Completing the upgrade ensures passengers on the Southwest receive the benefits offered by metro services, including a fast metro train every four minutes in the peak and fully accessible stations and services.

The final conversion period of the T3 Bankstown line (between Sydenham and Bankstown) commenced 30 September 2024, to complete works that can only begin once Sydney Trains services stop running. This includes installation of platform screen doors, and metro train testing and commissioning activities.

As part of the Sydney Metro Sydenham to Bankstown project (SSI 8256) a framework for a TTP outlined the use of bus replacement services during track possession periods to ensure passengers get where they need to go during the metro conversion period. There would be bus replacement services provided on multiple routes including all stop and limited stop services during peak and off-peak periods.

Proposed use of Sydney Steel Rd site as a temporary Bus Depot

The 2024 TTP requires a temporary Bus Depot, with the capacity to accommodate a maximum of 60 buses on site at any given time and temporary facilities for bus drivers, including washrooms and meal rooms. The Sydney Steel Road, Marrickville site was identified as suitable for use as a Bus Depot for the 2024 TTP due to:

- Availability during the 2024 TTP
- Close proximity to the 2024 TTP bus routes
- Easy access for bus drivers and other operational staff via public transport
- Size of the site
- Capacity to hold a maximum of 60 bus parking spots and room for private vehicles
- Dual access to site
- Relatively flat ground
- The existing concrete hardstand's ability to tolerate large weight loads
- The site comprises residual land already owned by Sydney Metro, providing a value for money option to the project and NSW Government
- The use of the site by the project does not impact Sydney Metro's divestment strategy for residual land.

Use of other sites for potential Bus Depots were considered, however these sites may be located at a considerable distance from the 2024 TTP bus routes or within areas of higher vehicle traffic and therefore were not considered feasible. It would also reduce the amount of Depot required in other busy areas. The use of the proposed site at Marrickville as a Bus Depot was therefore the preferred option.

5. Control Measures			
Will a project and site specific EMP be prepared?	☒ Yes – These would be inclusive but not limited to: • Environmental Risk Assessment • Environmental Control Map (ECM) • Operational Environmental Management Plan (OEMP) • Unexpected contamination finds procedure • Community action plan • Minimum standards agreement for bus drivers The Bus Operator would also use: • Sydney Metro's Environmental Incident and Non-compliance Reporting Procedure	Are appropriate control measures already identified in an existing EMP?	☐ Yes

	• Sydney Metro's Unexpected heritage finds procedure		
	☐ No		☒ No

6. Stakeholder and Community consultation

Consultation

Transport for NSW and Sydney Metro have consulted the community and key stakeholders in the surrounding streets of Sydney Steel Road for the potential use of the site as a Bus Depot. As a result of project planning, alternatives considered, and community consultation activities, there has been slight adjustments made to the scope of works including reduction in the size of the depot and the number of buses utilising the site. While there may be as many as 150 buses committed to the delivery of TTP services, only 53 of these would be parked at and operate from the Marrickville Bus Depot.

Doorknocking was undertaken on 8 November 2023 to inform nearby residents and businesses of proposed use of the site as a Bus Depot. The community were provided a Community Notification with information about the originally proposed Bus Depot and an opportunity to submit any feedback within a three-week period. Residents would be informed of the reduction in scope as part of a joint notification and door knocking activity prior to site establishment works and construction activities.

Consultation with Inner West Council and adjoining land occupiers including Marrickville Metro was undertaken in accordance with under Clause 2.10, 2.11, 2.12 and 2.111 of the State Environmental Planning Policy (Transport and Infrastructure) 2021.

Feedback

Submissions were received from three individual members of the community, from Marrickville Metro (stating no objection) and from Inner West Council (IWC). The feedback received during the consultation period has been considered during the preparation of this environmental impact assessment checklist and Transport for NSW and Sydney Metro have responded to comments in the table below.

The responses captured below were in response to consultation in late 2023. This assessment has been further revised and there have been minor changes made to the scope which have not been captured in this section. Further notification would be provided to inform nearby residents and businesses of changes to the use of the site.

Feedback/ Comments	Response
Community	
Concerns about night-time road noise during operation	The original proposal would have required up to 150 buses onsite and would operate 24/7. Operation of the proposed Bus Depot would have had a noise impact to surrounding residential receivers. The scope of works at this site has since been reduced with capacity for a maximum of 53 buses only. Although this would still operate 24/7, the number of buses utilising the site would be reduced and the majority of bus movements would occur within daytime hours or peak periods. It is anticipated that there would be limited bus movements during night-time periods Operational noise of the proposed Temporary Marrickville Bus Depot and surrounding bus routes have been assessed in Section 8 (Noise and Vibration).
Concern of pollution (diesel particulates) to residential properties from additional bus movements	The buses provided to support the 2024 TTP would comply with the relevant standards at the time of manufacture. Most of the roads that would be used by the 2024 TTP are in use as regular bus routes. Additional pollution impacts, particularly from diesel particulates, as a result of the proposed Temporary Marrickville Bus Depot have been assessed within Section 8 (Air quality).

Feedback/ Comments	Response
Consideration of alternative locations for Bus Depot	The Temporary Marrickville Bus Depot site was identified as the preferred option for the Bus Depot [refer to Section **Error! Reference source not found.** (Justification)]. As a result of project planning, alternatives considered and community consultation outcomes, the scope of works has been reduced, thereby reducing the operational impacts (including noise and air quality) of the proposal at this location. Any additional Bus Depot and other bus facilities that would be utilised for the 2024 TTP do not form part of this assessment and would be managed by the Operator in accordance with their approvals.
Concern about traffic impacts from additional bus movements	An operational traffic assessment for the proposed Temporary Marrickville Bus Depot has been provided in Section 8 (Traffic and Transport). The number of buses utilising the site would be up to 53 buses on site at any given time. The assessment concludes that the proposed additional bus movements are unlikely to substantially impact road network performance.
Cumulative increase in vehicle movements due to Wicks Place residential development in late 2023-24 particularly vehicle movements onto Fitzroy Street from Wicks Place.	An operational traffic assessment for the proposed Temporary Marrickville Bus Depot has been assessed in Section 8 (Traffic and Transport). The number of buses utilising the site would be up to 53 buses on site at any given time, with the majority of bus movements occurring throughout the day. Bus service routes include Sydney Steel Road, Edinburgh Road, Fitzroy Street, a portion of Bedwin Road and Victoria Road. The Wicks Place residential development Statement of Environmental Effects (SEE) estimated that the proposed development would generate a net increase of between approximately 80 and 240 vehicle trips during any peak hour and identified minor increases in delays of up to three seconds at Sydenham Road/ Fitzroy Street intersection and Sydenham Road / Victoria Road intersection during peak periods. Due to the limited number of bus movements within a 24-hour period the impacts to road network performance as a result of the proposed Temporary Marrickville Bus Depot are expected to cause no more than minor delays. Sydney Metro and Transport for NSW will continue to work with Inner West Council and the developer (where required) to minimise any cumulative traffic impacts including impacts to vehicle movements on Fitzroy Street.
Residents are facing construction fatigue as a result of cumulative construction impacts	Construction and operational noise and traffic and transport has been assessed in Sections 7 and 8. Site establishment and construction works would now be approximately three months in duration and the scope would be limited to the works described in section 1. Construction works are considered minor and would largely be completed during standard construction hours, however OOHW may be required. Sydney Metro acknowledges the potential for construction fatigue for local communities and has responded to this concern by reducing the scope and duration of construction works for the proposal as much as practicable.
Businesses	
Marrickville Metro has no objections to the proposal.	Noted.
Inner West Council	
Stormwater management including compliance with Councils and Sydney Waters stormwater management controls including treatment and on-site detention	The Bus Depot would utilise the existing water supply and stormwater services onsite, where possible. No new stormwater connections would be established. Stormwater management requirements set by Inner West Council and Sydney Water would continue to be complied with, as relevant, throughout construction and operation (refer to Sections 7 and 8 – Water, soils and contamination).
Sydney Water is the owner and operator of sewerage services within IWC.	Noted. The Bus Depot would replace the existing amenities block on site with a like-for -like facility and utilise the existing connection to the sewerage system.

Feedback/ Comments	Response
	The proposed works would include provision of a bus wash station. Installation of the bus washing facilities would require installation of a capture pit and water management system. Treated water would either be collected and transported off-site or discharged. If required, the Operator would obtain all necessary licenses and permits required to discharge water from the site i.e. trade waste agreement, environmental protection licence etc., as required. The existing system is considered to have sufficient capacity to accommodate the small volume of sewerage that would be generated during operation of the proposal. Any additional utilities work required would be undertaken in consultation with Sydney Water.
Sydney Water is the owner and operator of water supply services within IWC.	Noted. The Bus Depot would utilise the existing water supply services onsite where possible however, if needed Sydney Metro would seek an additional connection to Sydney Water's water supply system. Any utilities work required would be undertaken in consultation with Sydney Water.
Impact on surrounding road network due to bus frequency Confirmation of bus routes within Inner West Council (IWC) local government area (LGA) and confirmation that all routes are on bus capable roads	An operational traffic assessment has been completed for the proposed Temporary Marrickville Bus Depot in Section 8 (Traffic and Transport). The number of buses utilising the site would be up to 53 buses at any given time. The assessment concludes that these additional bus movements are unlikely to impact the road network performance. Bus routes within the IWC local government area will be provided to Council through separate correspondence. All roads to be used as part of the bus routes are bus capable roads and do not require additional roadworks to facilitate bus movements.
Future impacts to extending Sydney Steel Road and planned active transport corridor to Sydenham Station	Extension of Sydney Steel Road would be delivered by Sydney Metro and would not be affected by the use of the temporary Bus Depot site. Potential conflicts between projects would be managed internally by Sydney Metro. The proposed Temporary Marrickville Bus Depot would be temporary in nature, to support the 2024 TTP. The Temporary Marrickville Bus Depot would not impact any plans to provide an active transport corridor to Sydenham Station. Sydney Metro will continue to engage with stakeholders to facilitate projects in the surrounding area including any active transport corridor to Sydenham Station.
Requested a flood impact assessment to address flooding risks from the proposed Bus Depot. Council also noted proximity to Sydney Pump Basin and other developments in the area which may be impacted by flooding.	As noted in Section 3, the site is mapped as flood prone land, however flood modelling concluded that during a 1% Annual Exceedance Probability (AEP) event, areas of the site bordering Sydney Steel Road experience negligible flooding with depths of 0 to 0.05 metres and low flood hazard classification of H1. This is considered appropriate for the use of the site. Minor resurfacing works are also proposed to prevent water pooling at low points onsite after rain events and direct surface run-off to the existing stormwater system. The site has an existing hard stand surface and there is no change in permeable surface areas that would increase run-off. Impacts to flooding is unlikely, however Flood management has been considered in Section 7 (Water, soils and contamination).
Requested Sydney Metro submit the designs for the bus interchange	The indicative design will be provided to Council through separate correspondence. Please refer to Appendix B for indicative site layout.
Requested Sydney Metro submit their Traffic Impact Assessment report	An operational traffic assessment for the proposed Temporary Marrickville Bus Depot has been provided in Section 8 (Traffic and Transport) of the environmental impact assessment checklist.
Requested Sydney Metro provide a map showing which residents and businesses have been consulted.	A community consultation map will be provided to Council through separate correspondence. The feedback received during the consultation period has been considered during the preparation of this environmental impact assessment checklist and a summary of consultation responses has been provided in this table.

Feedback/ Comments	Response
	Sydney Metro and Transport for NSW would communicate further updates to businesses and residents adjacent to the site before works commence.
Requested confirmation of parking impacts from the proposal	Construction worker parking would occur within the proposed Temporary Marrickville Bus Depot to avoid on-street parking impacts. Similarly, during operation, the Temporary Marrickville Bus Depot would include a dedicated parking area for bus operators' private vehicles on site (up to 37 spaces) to avoid on-street parking impacts (Refer to Appendix B).
Suggested Sydney Metro contact ADCO to manage cumulative impacts of roadworks required by Marrickville Metro.	Marrickville Metro has completed their roadworks on the Sydney Steel Road/ Edinburgh Road roundabout and approaches. Works along Murray Street are anticipated to occur from 19 May 2024 to 20 May 2024 between 8pm and 5am. As these works would occur prior to the bus depot works there is unlikely to be a conflict between the two projects. Sydney Metro has consulted with ADCO Constructions prior to the commencement of construction regarding the proposed works to understand ADCO's construction schedule, to understand the potential for any cumulative impacts, and ensure access to site is maintained.

Future consultation and engagement

Transport for NSW would continue to consult with the community and key stakeholders during construction of the temporary Bus Depot. In general, this consultation would involve:

- Provision of updates to businesses and residents surrounding the site before commencement of works and operation.
- Ongoing consultation with key stakeholders and local council
- An open project infoline throughout construction – 1800 171 386
- A dedicated Temporary Transport Plan email address – TTPComms@transport.nsw.gov.au.

7. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction if control measures implemented	Proposed Control Measures	Minimal Impact? Y/N
Biodiversity	There would be no impacts to biodiversity during the construction/ decommissioning of the proposed Temporary Marrickville Bus Depot as the site has previously been cleared as part of Sydney Metro Chatswood to Sydenham project (SSI 7400). No impacts (removal or tree trimming) are anticipated along surrounding streets to facilitate the bus movements.	N/A.	Y
Water, soils and contamination	**Existing environment** The proposed Temporary Marrickville Bus Depot site was previously cleared under Sydney Metro Chatswood to Sydenham project (SSI 7400) and the site was used as a precast concrete tunnel segment laydown yard by Sydney Metro contractors. A Detailed Site Investigation (DSI) of the residual land was undertaken in February 2023 as part of Sydney Metro's proposed property divestment strategy. The DSI reported that there were no exceedances of the commercial/industrial land use screening criteria, and the site was considered suitable for the proposed land use. The National acid sulfate soils (ASS) Atlas maps the site as having a 'Low probability of occurrence'. However, the Inner West Local Environmental Plan 2022 has identified ASS in this area as class 2 which are likely to be found below the natural ground surface. Acid sulfate soils would be managed in accordance with the proposed control measures CM 3 and CM13. The site is currently concrete hardstand. During site establishment there may be minor subsurface disturbance required for installation of minor temporary facilities, refuelling and bus washing facilities, paving works and potentially for utility connections. Where possible, the Operator would utilise existing connections to utilities to avoid surface disturbance. The DSI of the proposed site noted that drainage at the site was quite poor. The Bus Depot site would not have the same extent of on-ground footprint as the site's previous usage (for example the extensive site shed that was in place) and as such it is expected that stormwater would not be retained on site to the extent observed during the DSI. **Construction** Construction works would include ground disturbing activities for installation of minor temporary facilities, aboveground refuelling, bus washing facilities, paving works, and utility connections. Works have the potential to cause impacts to water quality through sediment and other pollutants such as fuel or paint and garbage entering the stormwater system which are discussed below.	CM 1 – During construction/decommissioning, site specific erosion and sediment control measures would be implemented in accordance with the 'Blue Book' – Managing Urban Stormwater: Soils and Construction 4th Edition (Landcom, 2004) to avoid contaminating stormwater and nearby open water channels CM 2 – An Unexpected Contamination finds procedure must be prepared and implemented to manage unexpected finds on site CM 3 – Prior to minor excavation (if required) in any acid sulfate areas, testing must be carried out to determine the presence of acid sulfate soils. If acid sulfate soils are encountered, they must be managed in accordance with the Acid Sulfate Soil Manual (Acid Sulfate Soil Management Advisory Committee, 1998). CM 4 – During construction, all fuels, chemicals and hazardous liquids must be stored away from drainage lines, within an impervious bunded area in accordance with Australian Standards and EPA Guidelines. Adequate water quality and hazardous materials procedures (including spill management procedures, use of spill kits and procedures for refuelling and maintaining construction vehicles/equipment) must be implemented in accordance with relevant EPA guidelines. All staff must be made aware of the location of the spill kits and be trained in how to use the kits in the case of a spill. CM 5 – In the event of a pollution incident, works must cease in the immediate vicinity and the Pollution Incident Procedure implemented. The EPA would be notified by Sydney Metro if	Y (when mitigation measures are implemented)

	Stormwater management The proposed works would not require additional stormwater connections. Existing pits onsite would be maintained. The stormwater discharge point for the site would likely be the local stormwater connection to the Sydenham Stormwater Pit, located adjacent to the site. The pit receives stormwater flows from the surrounding area. Water is stored in the pit to minimise the impacts of peak flows during storm events. Water is then pumped into the Eastern Channel in a controlled manner to minimise the likelihood of flooding, which then flows to Cooks River. The Eastern Channel is adjacent to the proposed Temporary Marrickville Bus Depot site. There are numerous stormwater drainage crossings within the adjacent SMTFS. As a result of previous construction activities which occurred on the proposal site under the Chatswood to Sydenham project (SSI 7400), diversions of the existing Sydney Water culverts and channels within the proposed site were constructed to an enclosed to a trunk system beneath the surface level. As such, surface water drainage is expected to flow to the pit and the construction of the proposed Temporary Marrickville Bus Depot is not anticipated to impact the surrounding waterways. Proposed control measures would be implemented to minimise impacts during site establishment and decommissioning. The limited scope and duration of the works would mean any impacts would be minimal and temporary in nature. *Flood management* The site is mapped as flood prone land, however flood modelling concluded that during a 1% Annual Exceedance Probability (AEP) event, areas of the site bordering Sydney Steel Road experience negligible flooding with depths of 0 to 0.05 metres and low flood hazard classification of H1. The proposed site is considered appropriate for the intended use and would not change flood patterns within the area. To mitigate the impacts of poor drainage onsite low points would be raised with asphalt to restrict water retention and direct water to drainage infrastructure. *Contamination management* During site establishment and decommissioning the works have the potential to cause contamination of waterways from construction of the Bus Depot (in particular during the installation of the temporary refuelling facilities), through spills of paint, leaks from vehicles or equipment and sediment from minor excavation works entering the stormwater system or migrating offsite. These potential impacts can be managed through the proposed control measures.	required, in accordance with Part 5.7 of the *Protection of the Environment Operations Act 1997* (POEO Act). CM 6 – Utility providers must be notified before works commence in proximity to infrastructure, including water, stormwater and sewer mains, and electricity power lines and telecommunications facilities.	
Air quality	Any emissions generated by the construction works are anticipated to be localised and minimal.	Managed in accordance with CM 1 above.	Y

	Potential for localised dust generation associated with construction and decommissioning works would be minor and temporary in nature and minimised through the proposed dust control measures.		
Noise and vibration	**Existing environment** Receivers on Sydney Steel Road are industrial, with the nearest residential receivers located approximately 120 metres to the northwest along Edinburgh Road. **Construction** Construction works would include line marking, minor paving and resurfacing works using asphalt where required, connection to utilities, installation of refuelling facilities, installation of bus washing facilities and minor temporary facilities (i.e. a demountable office, fencing, CCTV, lighting) and decommissioning works. There will be minor construction works required for the installation of temporary facilities. The existing demountable site shed and amenities block would be removed via crane and replaced by new like-for like facilities. It is anticipated that during site establishment the predicted worst-case exceedances of the noise management levels during standard construction hours would be minor (up to 10 dB). Additionally, the construction works are temporary in nature and would be managed through the Sydney Metro Construction Noise and Vibration Standard (CNVS). If OOHWs are required, an OOHW permit would be obtained. **Decommission** There is potential for moderate noise impacts from the proposed decommissioning works including dismantling of site sheds and other demountable structures and removal offsite. However, the works are temporary in nature and are mostly limited to standard construction hours only (see CM 8). The Sydney Metro CNVS references the NSW Interim Construction Noise Guideline (ICNG) for assessing and managing impacts from construction noise on Sydney Metro. The Chatswood to Sydenham project (SSI 7400) identified the predicted construction Noise Management Levels (NMLs) at SMTFS during various construction scenarios. It is anticipated that the noise levels during decommissioning would not exceed construction noise levels. Additionally, the decommissioning works are temporary in nature and mostly limited to standard construction hours. If OOHWs are required, an OOHW permit would be obtained.	CM 7 – Noise impacts during construction would be managed through the Sydney Metro Construction Noise and Vibration Standard (CNVS) CM 8 – The majority of works would be completed during standard construction hours: • 7.00 am and 6.00 pm Monday to Friday • 8.00 am and 1.00 pm on Saturdays No works on Sundays or public holidays. Any Out of Hours Works (OOHW) would require an OOHW permit.	Y
Aboriginal Culture and Heritage	The proposed Temporary Marrickville Bus Depot would not impact Aboriginal heritage. A search of the Aboriginal Heritage Information Management System (AHIMS) on 30 April 2024 confirmed there are no recorded Aboriginal sites in the proposal area.	CM 9 – An Unexpected Heritage Finds Procedure must be implemented as an archaeological management strategy for minor excavation works (if required).	Y

	No cultural heritage items and low Aboriginal archaeological potential are located within the proposed Temporary Marrickville Bus Depot site, as a result, no impacts are anticipated during the construction of the proposed Temporary Marrickville Bus Depot.		
Historic Heritage	The proposed Temporary Marrickville Bus Depot site is adjacent to one heritage item (See Figure 1), Sydenham Pit and Drainage Pumping Station 1 which is listed on the following heritage registers: • SHR (No. 01644) • Sydney Water s170 Heritage and Conservation Register (4571743) • Marrickville LEP (I81). The proposed works would not affect the significance of the item, including its industrial setting and landmark qualities. Any visual impacts associated with the establishment of the proposed Temporary Marrickville Bus Depot on the adjacent site would be minor and temporary in nature and would have negligible long term visual impacts to the setting of the item. Impacts to the function of the heritage item are unlikely however would be managed as per the 'Water, soils and contamination' proposed control measures. The proposed Temporary Marrickville Bus Depot and SMTFS site were identified as an area of nil to low archaeological potential as assessed under the Historical Archaeological Assessment & Research Design for Chatswood to Sydenham project (SSI 7400). The site has been significantly modified by previous developments, therefore further impacts to archaeological potential is not anticipated. The Operator would follow Sydney Metro's Unexpected Heritage Finds Procedure during any minor excavation work.	CM 9 (see above)	Y
Community and socio-economic	The proposed Temporary Marrickville Bus Depot is located on Sydney Steel Road which is within a general industrial area. Opposite Sydney Steel Road is a 'Local Centre' and low density residential. Site establishment construction works are minor and temporary in nature and would therefore have minor temporary impacts on local businesses and the community, in relation to amenity (noise, air quality and traffic impacts). Potential impacts would be reduced through the implementation of proposed control measures in this document. Community and stakeholder engagement was undertaken within the surrounding streets of the proposed Temporary Marrickville Bus Depot during project planning. Consideration of feedback as a result of the consultation process has been taken into account within this assessment, as summarised in Section 6. Sydney Metro acknowledges the potential for construction fatigue for local communities and has responded to this concern by reducing the scope of construction works for the proposal as much as practicable. Refer to the Cumulative Impact section below.	CM 10 – A Communications action plan must be implemented to ensure updates to the community are effectively communicated.	Y

	Sydney Metro and Transport for NSW would communicate further updates to businesses and residents adjacent to the site before works commence.		
Transport	The limited scope and duration of the required construction works for the proposed Temporary Marrickville Bus Depot means that any traffic and transport impacts would be minimal and temporary in nature. Construction traffic is expected to be about five light vehicles per day and up to five heavy vehicles on some days to provide for, excavators, asphalt-laying, concrete trucks, cranes for placement of fuel tank, and delivery of temporary demountable and storage containers. **Access** Access to SMTFS adjacent to the proposed Temporary Marrickville Bus Depot site is provided via Edinburgh Road and Sydney Steel Road. The use of these roads for SMTFS purposes is not expected to be impacted by construction activities. Access to all properties and businesses would be maintained. **Road network impacts** It is not anticipated that there would be any impacts to road network or intersection performance during construction on roads surrounding the proposed Temporary Marrickville Bus Depot or impacts to cycleways on Sydney Steel Road due to the small number of construction vehicles required. **Parking** Construction worker parking would be incorporated within the proposed Temporary Marrickville Bus Depot to avoid on-street parking impacts. No access would be impacted along Sydney Steel Road as a result of the minor construction works. **Active Transport** The use of Sydney Steel Road for active transport is not expected to be impacted by construction activities. The existing access path along northern side of Sydney Steel Road connecting to Lilian Fowler Place and Shirlow Street would be maintained.	CM 11 – Access must be maintained to the alleyway to Shirlow Street and Lilian Fowler Place from Sydney Steel Road, to the SMTFS and to all properties and businesses. CM 12 – Safe pedestrian and cyclist access must be maintained around the proposed Temporary Marrickville Bus Depot. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, an alternate route which complies with the relevant standards must be provided and signposted.	Y
Waste and resource management	The volume of construction waste associated with construction and demolition works is anticipated to be minor due to the limited scope of works. The appropriate classification and management (including disposal) of waste streams generated as part of the works would be managed in accordance with the relevant legislation and proposed control measures.	CM 13 – All waste would be classified and managed in accordance with the NSW EPA's *Waste Classification Guidelines* (EPA, 2014). If waste is required to be disposed or taken off-site, following classification it would be transported to an appropriately licenced facility that can accept that waste stream.	Y
Visual	The construction work to establish the Bus Depot and decommissioning work to dismantle and relocate site sheds and other leased items from site would be minor in nature. Construction works would consist of installation of temporary fencing, installation of a small demountable administrative building, installation of other	CM 14 – Temporary hoardings/screens would be installed (where feasible) around areas which are visible from the street to screen the proposed site.	Y

	temporary facilities (including refuelling, shade shelters over the refuelling area, and bus wash facilities), installation of CCTV equipment, and temporary lighting fitted to light poles positioned on concrete bases and connected to permanent power. There are no residential or sensitive receivers with views to the site and as such visual impacts during construction are considered to be negligible. Standard mitigation measures would be implemented to ensure visual impacts are minimised if required.		
Land use and property	Under the Sydney Metro Chatswood to Sydenham project (SSI 7400), the site was used as a laydown yard by Sydney Metro contractors for construction of the project. A small fenced off area would be retained by Sydney Metro to utilise for storage. The Bus Depot site is currently a portion of residual land that was identified for divestment. The use of the site by the proposed Temporary Marrickville Bus Depot for the 2024 TTP does not impact Sydney Metro's divestment strategy. This proposal extends the use of this land for Sydney Metro construction for up to an additional 24 months (including operations). No additional property is required as a result of the proposed Temporary Marrickville Bus Depot.	N/A	Y
Hazard and risk	Construction of the proposed Temporary Marrickville Bus Depot would involve the use of paint for line marking and installation of refuelling facilities. The works may also require management of leaks or spills from construction equipment or vehicles. Proposed control measures to manage potential impacts are included in the water, soils and contamination section.	Managed in accordance with CM 4 and CM 5 above	Y
Cumulative Impacts	Site establishment and construction works would be approximately three months in duration and the scope would be limited to minor line marking and minor resurfacing (if required). The decommissioning works would consist of disconnection, dismantling and removal of site sheds and other leased items once the site is no longer required for delivery of the TTP. The limited scope and duration of the works would mean these impacts are minimal. The location of the proposed Marrickville Bus Depot was chosen as it is not directly adjacent to residents, therefore minimising impacts on sensitive receivers. Sydney Metro will continue to work with the Bus Operator to minimise cumulative impacts.	N/A	Y
General	General construction processes would be followed during the construction and decommissioning works required for the proposed Temporary Marrickville Bus Depot.	CM 15 – A Environmental Risk Assessment must be prepared prior to the commencement of construction. CM 16 – An Environmental Controls Map (ECM) must be developed prior to the commencement of construction and following any revisions made throughout construction.	Y

	If utilities works are required, this may cause a temporary impact to services. Utility providers would be notified before works commence that may impact their services (refer CM6).	CM 17 – Prior to the commencement of construction, all contractors must be inducted on the key project environmental risks, procedures and environmental control measures. CM 18 – All incidents would be reported in accordance with Sydney Metro's Environmental Incident and Non-compliance Reporting Procedure.	

8. Impact Assessment – Operations

Aspect	Nature and extent of impacts (negative and positive) during operation if control measures implemented	Proposed Control Measures	Minimal Impact? Y/N
Biodiversity	There would be no impacts to biodiversity during the operation of the Temporary Marrickville Bus Depot.	N/A	Y
Water, soils and contamination	**Stormwater management** As identified above, Sydenham Stormwater Pit and the eastern drainage channel are located adjacent to the proposed Temporary Marrickville Bus Depot. Surface water drainage is expected to flow to Sydenham Stormwater Pit. During operation the site would be a covered hardstand area and potential impacts to water and soils are considered unlikely. **Contamination management** The following activities would be undertaken during operation of the Bus Depot: • Storage of chemicals needed for bus maintenance and cleaning • Storage of fuels and refuelling of buses • Parking of buses and private vehicles • Bus drivers utilising onsite facilities As a result of the above activities, there is the potential for fuel or chemical spills or leaks, and wastewater run-off entering the stormwater system or migrating offsite. Liquid waste and storage of chemicals would be managed in accordance with the relevant statutory requirements. The aboveground fuel tank will be self-bunded (i.e. double walled) and the fuel dispensing equipment will be wholly contained within a bunded canopy of the tank to avoid any spills or leaks migrating offsite. Similarly, the bus washing station would include an associated capture pit and demountable water management system which would capture water run-off and dispose of it accordingly without impacting the stormwater system. There would be adequate controls in place for spill management and treatment of wastewater. The existing amenities block would be replaced by a new like-for-like facility, there would be no substantial impact on the capacity of any part of a sewerage system owned by Council as a result of the proposal.	CM 19 – During operation, all fuels, chemicals and hazardous liquids must be stored away from drainage lines, within an impervious bunded area in accordance with Australian Standards and EPA Guidelines. Adequate water quality and hazardous materials procedures (including spill management procedures, use of spill kits and procedures for refuelling and maintaining construction vehicles/equipment) must be implemented in accordance with relevant EPA guidelines. All staff must be made aware of the location of the spill kits and be trained in how to use the kits in the case of a spill. CM 20 – The Operator must obtain all necessary licenses and permits required to discharge water from the site i.e. trade waste agreement, environmental protection licence etc., as required. CM 21 – Prior to the commencement of operations an incident management procedure must be developed and implemented. CM 22 – Following operation of the Bus Depot, a revised Detailed Site Investigation (DSI) would be undertaken by the Bus Operator as part of the site hand back process to Sydney Metro subject to the SAS/SAR sign off. CM23 – Bus maintenance activities would be minimised during inclement weather.	Y

	Revision 4 – March 2025 There will be the inclusion of 15 battery electric buses to replace 10 aging diesel busses at the Marrickville Bus Depot during operation of the TTP at the depot. This will include storage of portable chargers, high-efficiency diesel generators, a 10,000L bulk fuel tank, structured cable pathways, construction of a custom-built switchboard and installation of safety measures. The minor installation works may have the potential to cause contamination of waterways (in particular during the installation of the temporary refuelling facilities), through spills of paint or fuel, leaks from vehicles or equipment and dust from minor ground disturbance works entering the stormwater system or migrating offsite. These potential impacts can be managed through the control measures CM1-CM6.		
Air quality	The operation of the proposed Temporary Marrickville Bus Depot may have the potential for minor, temporary and localised air quality impacts due vehicle movements and electricity consumption from the temporary facilities. The main source of emissions would be from diesel fuel from the buses. The roads that would be used by the 2024 TTP are in use as regular bus routes. Exhaust emissions generated during operation would not substantially contribute to emissions in the project area, given the existing levels of vehicle use. Additionally, the buses provided to support the 2024 TTP would comply with the relevant standards applicable at the time of manufacture to minimise emissions and diesel particulates. No long-term adverse impacts to air quality anticipated. **Revision 4 – March 2025** Any emissions generated by the installation works are anticipated to be localised and minimal. Potential for localised dust generation associated with the works would be minor and temporary in nature and minimised through control measure CM1. The replacement of some diesel busses with battery electric buses would introduce positive air quality benefits noting there are no tailpipe emissions from battery electric buses.	N/A.	Y
Noise and vibration	The proposed Temporary Marrickville Bus Depot would operate 24/7 to support the TTP bus operators and to match the needs of the operational TTP 2024 rail replacement schedule. Whilst the Bus Depot would operate 24/7, the majority of bus movements are anticipated during peak and day-time periods with limited bus movements anticipated during night-time periods. The nearest residential receivers are located about 120 metres northwest on Edinburgh Road.	CM 24 – Develop a minimum standards agreement for bus drivers working on the project, to be signed and agreed upon. This can include limiting speed, reducing idling within the Depot, and use of engine exhaust breaks in sensitive areas, where possible and safe to do so. CM 25 – Bus Driver training and regular reminders should be conducted with drivers to maintain awareness and standards set for the project.	Y

	Revision 4 – March 2025 Work associated with the installation of the temporary battery electric bus charging infrastructure will be undertaken during standard construction hours and is not anticipated to result in any noise exceedances. **Road traffic noise** This assessment is limited to the movement of buses between the proposed Temporary Marrickville Bus Depot and the TTP bus routes at Sydenham. The TTP arrangements and bus services were considered as part of the Sydenham to Bankstown project (SSI 8256) and do not form part of this assessment. Operations of the Bus Depot have the potential to cause minor noise impacts along the proposed bus routes due to the proximity to residential receivers and the relative increase of bus movements on nearby surrounding roads. There are also residential receivers located along the proposed bus routes from the Bus Depot that have not been previously assessed under Sydenham to Bankstown project (SSI 8256). These include residences along Edinburgh Road and around intersections with Fitzroy Street, Victoria Road and Bedwin Road. Any potential noise impacts would be temporary in nature, for the period of operation for the TTP 2024 and would be proactively managed in accordance with the proposed control measures. The inclusion of 15 battery electric buses to replace 10 aging diesel buses would assist in reducing the noise impacts from buses at the Bus Depot and across the TTP routes. **Bus Depot operations** Given the distance to sensitive receivers, operational noise impacts at the Depot site are predicted to be negligible. No additional noise control measures are required for operation of the proposed Marrickville Bus Depot on-site. Noise impacts associated with the operation of the generators to charge the battery electric buses is anticipated to be negligible, with worst case 3dB noise exceedance at the closest sensitive receiver during the night period. The generators would be shielded by parked buses to the north and a vegetated embankment to the south.	CM 26 – Updates to the surrounding community will be distributed prior to commencement of operations and for the duration of the project if required.	
Aboriginal Culture and Heritage	No Aboriginal cultural heritage items are located within the proposed Temporary Marrickville Bus Depot, as a result, no impacts are anticipated during the operation of the proposed Temporary Marrickville Bus Depot.	N/A	Y

Historic Heritage	The proposed works would not affect the significance of Sydenham Pit and Drainage Pumping Station 1 including its industrial setting and landmark qualities. Any visual impacts associated with the operation of the proposed Temporary Marrickville Bus Depot would be minor and temporary in nature and would have negligible long term visual impacts to the setting of the item. Any potential impacts to the function of the heritage item would be managed as per the 'Operational Water, soils and contamination' proposed control measures.	N/A	Y
Community and socio-economic	The proposed Temporary Marrickville Bus Depot is located on Sydney Steel Road which is within a general industrial area. Opposite Sydney Steel Road is a 'Local Centre' and low density residential along Edinburgh Road and Bedwin Road. There are minimal businesses located on Sydney Steel Road, further socio-economic impacts considered are unlikely. The TTP buses would travel via Edinburgh Road, Fitzroy Street, Bedwin Road and Victoria Road on the way to the TTP routes. The Bus Depot would have minimal impact to the road network, as per Transport section below. Access would be maintained on Sydney Steel Road for community and business use. The community in the area surrounding the proposed Temporary Marrickville Bus Depot may experience amenity impacts (including noise, air quality and traffic). The proposed control measures within this assessment would be applied to manage any impacts to community and businesses during operation of the proposed Temporary Marrickville Bus Depot. The inclusion of 15 new battery electric buses to replace 10 aging diesel buses would assist in reducing the noise impacts from buses at the Bus Depot and across the TTP routes. Community and customer impact would be monitored through the formal customer feedback processes and Transport for NSW would inform the local community ahead of the start of operations of the Bus Depot.	Managed in accordance with CM 10 above.	Y
Transport	**Road network impacts** Traffic data of the proposed Temporary Marrickville Bus Depot on the surrounding road network has been reviewed from mid-2024 to the completion of required rail replacement services (as a worst-case scenario). Operation of the Bus Depot would accommodate up to 60 buses entering and exiting at any given time with the majority of movements in peak or day-time hours. Buses would enter and exit the site as per Figure 2. Due to the fact that 60 buses would be the maximum vehicles at the site at capacity, there is not anticipated to be a substantial impact on the road network as a result of the proposed Temporary Marrickville Bus Depot operations. Any additional traffic due to the proposed Temporary Marrickville Bus Depot would have minimal impact to the assessed road network and intersection performance during the operational period of the TTP.	N/A	Y

	A traffic assessment was completed for a Bus Depot scope (which could accommodate up to 150 buses at any one time and would operate 24/7). The traffic assessment evaluated the peak hour intersection impacts of the activity during 2025. The assessment shows that the additional traffic due to the proposed temporary Bus Depot would have minimal impact to the road network with intersections in the surrounding area operation at Level of Service B or better. The proposed Temporary Marrickville Bus Depot would accommodate a much smaller number of buses (60 buses at any one time) and the impacts are expected to be less than those assessed for the previous Bus Depot scope. In addition, the modelled scenario represents a worst-case scenario but it is likely that during peak hours, most buses would be in operation and only a small number of buses would access the Bus Depot for meal breaks or shift changes. The new Sydney Steel Road/ Edinburgh Road roundabout installed as part of a separate piece of work will assist with traffic flow and prevent blockages from buses entering and leaving Sydney Steel Road. **Active Transport** It is not anticipated that cycleways or pedestrian paths on Sydney Steel Road would be impacted by the Bus Depot. The existing access through-path would be maintained along northern side of Sydney Steel Road connecting to Lilian Fowler Place and Shirlow Street. **Parking /Access** Parking would be available for Bus Operators' private vehicles on site. There would be no impacts to street parking. Access to SMTFS adjacent to the proposed Temporary Marrickville Bus Depot site is provided via Edinburgh Road and Sydney Steel Road. The use of these roads for SMTFS purposes is not expected to be impacted by operation of the proposed Temporary Marrickville Bus Depot. Access points would be maintained to SMTFS. Overall, due to the limited number of bus movements, the impacts to road network performance are expected to cause no more than minor delays. These impacts would be temporary in nature and can be managed through application of the proposed control measures. Cumulative traffic impacts are discussed below.		
Waste and resource management	Operational waste is anticipated from the portable refuelling facilities, wastewater produced from bus wash facilities and general waste from offices and driver facilities. This waste would be managed in accordance with the relevant legislation and the 'Water, Soils and contamination' control measures.	CM13 (see above) No additional measures required.	Y

Visual and urban design	The site would operate as a Bus Depot from mid-2024 until demobilisation from the site, estimated to be the end of 2025 (dates to be confirmed). Once the works have completed, the temporary facilities would be removed and the site would be made good and returned to Sydney Metro in the same condition as received. There are no residential or sensitive receivers with views to the site and as such visual impacts during operation are considered to be negligible. Standard mitigation measures would be implemented to ensure visual impacts are minimised if required.	No additional measures required.	Y
Land use and property	The proposed Temporary Marrickville Bus Depot is located on residual land which was being used as a laydown yard for Sydney Metro City and Southwest. Once construction of Sydney Metro City and Southwest is complete, the site was to be vacated for future development. The Sydney Metro owned asset would be used as a Bus Depot to support the Sydenham to Bankstown project (SSI 8256). After decommissioning, the site would be returned to Sydney Metro in the same condition as received for the same purpose of future development.	No additional measures required.	Y
Hazard and risk	The operation of the proposed Temporary Marrickville Bus Depot would require the use of chemicals for bus washing and may also require management of leaks or spills from buses and private vehicles. Proposed control measures CM 4 and CM 5 would help manage potential impacts. Bus movements onsite would be managed to ensure the safety of bus drivers at all times. **Revision 4 – March 2025** Battery electric buses contain lithium-ion / lithium-ion phosphate batteries which are sealed, ingress protection rated and monitored with dedicated battery management software to provide early detection of potential safety issues. No spare batteries would be stored within the depot.	N/A	Y
Cumulative Impacts	The cumulative impacts section has considered impacts from the Wicks Place residential development and the ongoing Sydney Metro project works. Noting that Marrickville Metro have completed their roadworks at the intersection of Sydney Steel Road and Edinburgh Road. **Traffic** Bus service routes include Sydney Steel Road, Edinburgh Road, Fitzroy Street, a portion of Bedwin Road and Victoria Road. The Wicks Place residential development Statement of Environmental Effects (SEE) estimated that the proposed residential development would generate a net increase of between approximately 80 and 240 vehicle trips during any peak hour and identified minor increases in delays of up to three seconds at Sydenham Road/ Fitzroy Street intersection and Sydenham Road / Victoria Road intersection during peak periods.	N/A	Y

	Sydney Metro's main construction works for Chatswood to Sydenham would be complete but line conversion works between Sydenham to Bankstown would be ongoing. Construction vehicle numbers would be reduced as part of the project would be limited to finishing and testing works. The number of buses utilising the Temporary Marrickville Bus Depot would be about 60 buses on site at any given time, with the majority of bus movements occurring throughout the day or during peak periods with limited bus movements anticipated during night-time periods. Considering the number of additional vehicles during operation of the Depot the cumulative traffic impacts are expected to cause no more than minor impacts to road network performance. Sydney Metro and Transport for NSW will continue to work with Inner West Council to minimise any cumulative traffic impacts from other projects within the area. **Noise** Sydney Metro's main construction works for Chatswood to Sydenham would be complete but line conversion works between Sydenham to Bankstown would be ongoing. Wicks Place residential development would likely cause minor additional traffic noise impacts from additional vehicles on the road. The site would operate 24/7, but the majority of bus movements would occur within daytime hours or peak periods. Additional minor operational noise impacts to the community from the buses are likely, however would be managed under the proposed control measures CM23 – CM25. **General Amenity** Air quality from additional vehicles on the road from ongoing Sydney Metro works and Wicks Place residential development would be minor and temporary in nature.		
General	The relevant operational management measures are considered appropriate to manage potential impacts associated with these works, including the preparation and implementation of an Operational Environmental Management Plan (OEMP).	CM 27 – An OEMP must be prepared prior to the commencement of operation.	Y

Other Environmental Approvals

Identify all other approvals required for the proposed works:	N/A
Identify all other related development associated with the works:	Sydney Metro City & Southwest Chatswood to Sydenham project (SSI 7400) Sydney Metro City & Southwest Sydenham to Bankstown project (SSI 8256)

	Any other works by the Bus Operator to support other TTP bus facilities (including bus depots, refuelling, and maintenance arrangements).

Author certification

Are you confident that the impacts of the activity are known and understood?	☒ Yes ☐ No		
Are you confident that the impacts of the activity can be managed so as not to have an adverse impact?	☒ Yes ☐ No		
I certify that to the best of my knowledge this EIA checklist: • examines and takes into account alto the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the project; and • is accurate in all material respects and does not omit any material information.			
Name:	Isabella Caruso	**Signature**	**Date:**
Title:	Planning Approvals Officer	Isabella Caruso	20 March 2025

Project Approvals

Planning Approvals *(Refer to section 7 of the Planning Approval Manual*)

Is the project a part of an activity/development which has already been approved under the EP&A Act?

Yes ☐ If yes, does the approval need to be modified to accommodate the project?

If yes, identify requirements for modification. .....

No ☒ If no, is the project to be assessed under Part 4 or Part 5? Part 5, Division 5.1 of the EP&A Act .....

If the project is to be assessed under Division 5.1 of the EP&A Act, is it an activity that is likely to significantly affect the environment (including critical habitat) or threatened species, populations or ecological communities, or their habitats?

☐ Yes if yes, the project is required to be assessed under Division 5.2

☒ No, with the inclusion of the proposed control measures the project can be appropriately assessed under Division 5.1.

Is the Proposal likely to significantly affect threatened species as defined in Part 7 of the *Biodiversity Conservation Act 2016*

☐ Yes if yes, a Species Impact Statement or Biodiversity Development Assessment Report is required.

☒ No no further consideration of Part 7 of the BC Act is required.

Is the level of impact associated with the proposal suitable for the requirements of an Environmental Impact Assessment checklist?

☒ Yes, the proposal is considered to be minor works and has low environmental risk or impact. No further assessment is required.

☐ No, the proposal is considered to be works that are not minor or have more than a low environmental risk or impact. A Review of Environmental Factors (REF) would likely be required.

THIS SECTION FOR DELEGATED ENDORSER AND APPROVER

Tick appropriate box

Further assessment required?	☐ Yes
	☒ No – no further assessment required at this stage

Endorsement		
I have examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the Proposed Activity assessed in this Environmental Impact Assessment Checklist. I endorse that the Proposed Activity may be carried out under Division 5.1 of the *Environmental Planning and Assessment Act 1979*. I have examined and taken into account to the fullest extent possible consideration of the environmental factors of clause 171(2) of the *Environmental Planning and Assessment Regulation 2021* in determining whether the Proposal would have a significant impact on the environment.	**Name:**	Cathy Lestrange
	Title:	A/ Senior Manager Planning Approvals
	Signature:	Cathy Lestrange
	Date:	21.03.2.25

Approval/ Decision Statement		
I certify that I have reviewed and endorsed the contents of this Environmental Impact Assessment Checklist, and to the best of my knowledge it is in accordance with the EP&A Act and EP&A Regulation and the information it contains is neither false nor misleading. I have examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the Proposed Activity assessed in this Environmental Impact Assessment Checklist and determined further assessment is not required. I have also formed the view that the Proposed Activity is not likely to significantly affect threatened species, as defined in Part 7 of the BC Act. Under delegation from the Chief Executive of Sydney Metro, I certify that the Proposed Activity may be carried out subject to the following conditions of approval. 1. Works are to be undertaken in accordance with the Proposed Control Measures identified in the impact assessment tables in this Environmental Impact Assessment Checklist 2. Scope of works must not be changed without prior authorisation from Sydney Metro.	**Name:**	Ashe Earl-Peacock
	Title:	A/Director Planning Approvals
	Signature:	
	Date:	21/03/2025

Appendix A – Consideration of Clause 171(2) of Environmental Planning and Assessment Regulation 2021

The table below demonstrates Sydney Metro's consideration of the specific environmental factors of clause 171(2) of the Environmental Planning and Assessment Regulation 2021 in determining whether the Proposal would have a significant impact on the environment.

Factor	Consideration	Impact
(a) the environmental impact on the community	There would be some temporary impacts to the community during the proposed works, particularly in relation to operational noise and traffic. Control measures would be implemented to manage and minimise adverse impacts.	Temporary minor adverse
(b) the transformation of the locality	Given the temporary nature of use of the proposed site, the proposal would not result in a transformation of the locality.	Nil
(c) the environmental impact on the ecosystems of the locality	No impacts are anticipated to this environmental factor.	Nil
(d) reduction of the aesthetic, recreational, scientific or other environmental quality or value of the locality	There would be a minor temporary operational noise impact to the surrounding residential receivers affecting environmental quality of the locality. There would be no other reduction in the quality or value of the locality.	Temporary minor adverse
(e) the effects on any locality, place or building that has— (i) aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance, or (ii) other special value for present or future generations	No impacts are anticipated to this environmental factor.	Nil
(f) the impact on the habitat of protected animals, within the meaning of the Biodiversity Conservation Act 2016	No impacts are anticipated to this environmental factor.	Nil
(g) the endangering of a species of animal, plant or other form of life, whether living on land, in water or in the air	No impacts are anticipated to this environmental factor.	Nil
(h) long-term effects on the environment	Given the temporary and minor nature of the proposal, no impacts are anticipated to this environmental factor.	Nil
(i) degradation of the quality of the environment	The Proposal is unlikely to have any degradation of the quality of the environment.	Nil
(j) risk to the safety of the environment	The Proposal is unlikely to cause any pollution or safety risks to the environment provided the recommended control measures are implemented. Refuelling of buses would be undertaken in accordance with Australian Standards and EPA Guidelines with adequate water quality and hazardous materials procedures in place.	Negligible
(k) reduction in the range of beneficial uses of the environment	The Proposal is unlikely to have any reduction in the range of beneficial uses of the environment.	Nil

(l) pollution of the environment	The Proposal is unlikely to cause any pollution or safety risks to the environment provided the recommended control measures are implemented. Refuelling and washing of buses would be undertaken in accordance with Australian Standards and EPA Guidelines with adequate water quality and hazardous materials procedures in place.	Negligible
(m) environmental problems associated with the disposal of waste	The Proposal is unlikely to cause any environmental problems associated with the disposal of waste.	Nil
(n) increased demands on natural or other resources that are, or are likely to become, in short supply	The Proposal is unlikely to increase demands on resources that are, or are likely to become, in short supply.	Nil
(o) the cumulative environmental effect with other existing or likely future activities	Traffic assessment has been undertaken to assess and manage cumulative impacts with existing traffic volumes.	Temporary minor adverse
(p) the impact on coastal processes and coastal hazards, including those under projected climate change conditions	The Proposal would not affect or be affected by any coastal processes or hazards.	Nil
(q) applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1	The Proposal would not affect any strategic planning for the area.	Nil
(r) other relevant environmental factors.	All relevant environmental factors have been considered within this EIA Checklist.	Temporary minor adverse as assessed within this EIA Checklist.

Appendix B – Indicative design of Marrickville Bus Depot – Diesel Buses

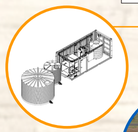
The indicative site layout is provided in Appendix B. Revision 4 of this EIA Checklist provides the provision of battery electric buses and the changes made to the site layout as a result are captured in Appendix C.

Sydney Steel Rd

NOT TO SCALE

Temporary yard lighting with CCTV cameras mounted

Repair damaged section of boundary fence



Concrete barriers with fencing

BUS WASH PLANT

BUS WASH MARQUEE

MAINTENANCE AREA MARQUEE

Grass cutting all along boundary line

Rectify grade at exit to avoid sump damage

SITE EXIT

Bus Layover Area (11 spaces)

ADMIN BLDG

TOILETS

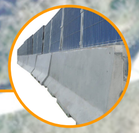
MEAL ROOM

Car parking area (37 spaces)

Replace dilapidated fencing and gates

Rectify grade at exit to avoid sump damage

SITE ENTRY



Concrete barriers with fencing

Repairs to hardstand and asphalting across site as required

Bus Parking Stack (42 spaces)

Diesel and AdBlue tanks

Canopy over re-fuelling area

General Scope:

1. Install temporary lighting and CCTV.
2. Install temporary bus wash, and water management.
3. Install temporary fuelling tanks.
4. Install temporary barriers, and fencing.
5. Install temporary offices, toilets and meal/ driver room.
6. Minor repairs to existing pavement and installation of linemarking and signposting.

Project: Marrickville Temporary Bus Depot
Client: U-GO Mobility
Date: 12.04.2024
Version: 1.0

Plan for Discussion Purposes Only

Scale: Not to Scale

u-go Mobility

Appendix C – Indicative design of Marrickville Bus Depot – Battery Electric Buses

Legend

Guardrail | Switchboard | 10,000 litre bulk fuel tank | Diesel generator | Portable charger

Map is indicative only