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Director Sustainability, Environment Planning City Southwest
Sydney Metro
Level 43, 680 George Street
Sydney NSW 2000

17/03/2022

Dear Mr Cerone

**Sydney Metro - Chatswood to Sydenham (SSI-7400) - Condition A16
Hill Street, Roseville Ancillary Facility Management Plan**

I refer to the Hill Street, Roseville Ancillary Facility Management Plan (AFMP) revision 1 dated 9 March 2022 which was submitted to the Planning Secretary for approval in accordance with Condition A17 of CSSI 7400.

I note that the AFMP:

- has been prepared in consultation with Ku-ring-gai Council who have not objected to the proposed ancillary facility,
- contains swept path analyses for the heavy vehicle routes and no issues have been identified,
- includes a supplementary briefing note for the relevant Construction Traffic Management Plan to outline the use of the proposed ancillary facility, and
- includes measures to manage and/or mitigate the potential stormwater, traffic and noise impacts of the ancillary facility.

As nominee of the Planning Secretary, I approve the Hill Street, Roseville Ancillary Facility Management Plan revision 1 dated 9 March 2022 under Condition A17 of CSSI 7400.

Please note that vehicles larger than the 8.8 metres medium rigid truck nominated in the AFMP must not be permitted to access this ancillary facility.

If you wish to discuss the matter further, please contact Grant Rokobauer at grant.rokobauer@dpie.nsw.gov.au.

Yours sincerely



Matthew Todd-Jones
Team Leader - Rail
Infrastructure Management


As nominee of the Secretary

Ancillary Facility Management Plan – Hill Street Roseville

Line Wide Works Contract Sydney Metro City & Southwest.

Project number:	C600
Document number:	SMCSWLWC-SYC-RFT-EM-PLN-011020
Revision date:	09/03/2022
Revision:	1

Document Approval

	Environment and Sustainability Manager	Project Director
Signature:	M Billings	S Hunter
		

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this sub-plan is reviewed and approved. The Project Environment & Sustainability Manager is responsible for updating this sub-plan to reflect changes to Environment and Sustainability legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the Project Director and/or client before being distributed / implemented.

Revision Details

Revision	Date	Prepared by	Details
A	14/01/2021	K Truscott	Issued for review.
B	17/02/2022	K Truscott	Updated to address comments from ER and Council
0	24/02/2022	K Truscott	Issued for Approval
1	09/03/2022	N Eisenlohr	Appendix E updated to address comments from DPE

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Glossary / Abbreviations

Abbreviations	Definition
AA	Acoustic Advisor
AFMP	Ancillary Facility Management Plan
AMM	Additional Mitigation Measures
Ancillary facility	Temporary facility for construction, including for example an office and amenities compound, construction compound, batch plant (concrete or bitumen), materials storage compound, maintenance workshop, testing laboratory or material stockpile area.
C2B	Chatswood to Bankstown
C2S	Chatswood to Sydenham
CCS	Community Communications Strategy
CCS-LW	Community Communications Strategy – Line-wide Works
CEMF	Construction Environmental Management Framework
CEMP C2B	Construction Environmental Management Plan – Chatswood to Bankstown
CNVIS	Construction Noise and Vibration Impact Statement
CNVMP	Construction Noise and Vibration Management Plan
CNVS	Sydney Metro City and Southwest Construction Noise and Vibration Strategy
CoA	Conditions of Approval as per State Significant Infrastructure Planning Approvals as issue by the NSW Department of Planning and Environment, relevant staging reports and as listed in Schedule E3 of the Line-wide Works Contract, (ITC 600)
Compound	A site facility established for the construction of the project that is enclosed by a fence
Consistency assessment	An assessment of whether a proposed activity for the purpose of the CSSI is consistent with the terms of this approval
CPB	CPB Contractors Pty Limited
CSR	Combined Services Route
CSSI 7400	Approval of application SSI 7400 provides for construction and operation of a metro line approximately 16.5 kilometers long (of which approximately 15.5 is in underground rail tunnels) between Chatswood and Sydenham (C2S) including construction of a tunnel under Sydney Harbour, links with the existing rail network, seven metro stations and associated ancillary infrastructure. The proposal is declared as Critical State Significant Infrastructure (CSSI).
CSSI 8256	Approval of application SSI 8256 provides for construction and operation of a metro line, approximately 13 kilometers long between Marrickville and Bankstown (S2B), including ten metro stations and associated infrastructure. The proposal is declared as Critical State Significant Infrastructure (CSSI).
CTMP	Construction Traffic Management Plan
DPIE	NSW Department of Planning Industry & Environment (formally Department of Planning and Environment)
EIS	Environmental Impact Statement
EMS	Environmental Management System (integrated as part of the PMS)

Abbreviations	Definition
Environment and Sustainability Policy	Statement by an organisation of its intention and principles for environmental and sustainability performance.
Environmental incident	An occurrence or set of circumstances, as a consequence of which pollution (air, water, noise, and land) or an adverse environmental impact has occurred or is likely to have occurred.
Environmental issue	An occurrence or set of circumstances where Environmental Harm or Non-compliance could occur if not rectified.
Environmental Non-Compliance (NC)	A breach of an Environmental Requirement originating from Planning Approvals, Environment Protection Licences, lease agreements, and other requirements documented in environmental management plans.
Environmental objective	Defined by AS/NZS ISO 14001:2004 as an overall environmental goal, consistent with the Environment Policy, that an organisation sets Line-wide to achieve.
Environmental target	Defined by AS/NZS ISO 14001:2004 as a detailed performance requirement, applicable to the organisation or parts thereof, that arises from the environmental objectives and that needs to be set and met in order to achieve those objectives.
Environmental team	Members of LW environmental team including sub-contractors authorised by the Environment and Sustainability Manager to work on environmental issues related to the Project
EP&A Act	Environmental Planning and Assessment Act 1979
EPL	Environment Protection Licence
ER	The Environmental Representative for the CSSI(s).
ERP	Emergency Response Plan
ESCP	Erosion and Sediment Control Plan
Hold Point	Activities which are not to proceed without objective review and approval by the nominated authority.
H&S	Health & Safety
ICNG	Interim Construction Noise Guidelines
LORAC	Laing O'Rourke
LW	Line-wide
LW Works	Line-wide Works (contract scope under ITC 0600)
Minor ancillary facility	A temporary facility for Construction of the CSSI such as lunch sheds, office sheds, portable toilet facilities, and the like.
NC	Northern Connection
NML	Noise Management Level
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval.
OHW	Overhead Wiring
OOHW	Out of Hours Work
PMS	Project Management System
POEO Act	Protection of the Environment Operations Act 1997 (NSW)
RBL	Rating Background Level (Noise)
REMM	Revised Environmental Mitigation Measures
RMS	Road and Maritime Services
S2B	Sydenham to Bankstown

Abbreviations	Definition
SC	Systems Connect
SC Project Environmental Representative	Refers to Systems Connect Environment and Sustainability Manager or someone delegated by him to perform a task, release a hold point or approve a document
Sensitive Receiver	Includes residences, educational institutions (including preschools, schools, universities, TAFE colleges), health care facilities (including nursing homes, hospitals), religious facilities (including churches), child care centres and passive recreation areas (including outdoor grounds used for teaching). Receivers that may be considered to be sensitive include commercial premises (including film and television studios, research facilities, entertainment spaces, temporary accommodation such as caravan parks and camping grounds, restaurants, office premises, and retail spaces), and others as defined by the Planning Secretary.
SEP	Site Environment Plan
SM	Sydney Metro
SMCSW	Sydney Metro City & Southwest (the project)
SMNW	Sydney Metro Northwest
SWMS	Safe Work Method Statement
Synergy	System Connect's Incident Reporting Tool
TfNSW	Transport for New South Wales
UGL	UGL Engineering Pty Limited
WHS	Workplace Health & Safety

1. Introduction

Sydney Metro City and Southwest (SMCSW) is a new 30km metro line extending metro rail from the end of Sydney Metro Northwest (SMNW) at Chatswood under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the capacity to run a metro train every two minutes each way through the centre of Sydney. The Line-wide (LW) Works is a key component of the SMCSW, with works taking place over the full length of the project.

As identified in the Chatswood to Sydenham Environmental Impact Statement (EIS), the project includes a number of ancillary components, including new overhead wiring and alterations to existing overhead wiring (OHW), signalling, access tracks / paths, rail corridor fencing, noise walls, fresh air ventilation equipment, temporary and permanent alterations to the road network, facilities for pedestrians, and other construction related works.

The proposed ancillary facilities for LW, as detailed in this plan, were not identified in the Chatswood to Sydenham EIS or Preferred Infrastructure Report (PIR).

1.1 Project Background

Line-wide scope of works includes tunnel fit out, services, stabling and power. A detailed description of the LW scope is included in the Construction Environment Management Plan – Chatswood to Bankstown - C2B (SMCSWLWC-SYC-1NL-PM-PLN-000033). One of the significant LW work areas is the Northern Connection (NC).

Works at the Northern Connection site (shown in Appendix A) include:

Site establishment – installation of environmental controls, construction of piling pads and access tracks. Possible power and plumbing into site for amenities, site sheds, etc.

Sydney Trains Works – Permanent Down

- Earthworks and combined services route (CSR), fencing and stormwater drainage installation
- Piling works for an intertrack retaining wall
- Track construction including tamping, grinding and turnouts
- OHW foundations, structures and wiring
- Installation of signalling infrastructure and wiring
- Removal of redundant track & infrastructure
- Wall demolition

Sydney Metro Connection – Open Dive

- Piling works for the open dive
- Form-Reo-Pour construction, capping beam and transition slab
- Installation of signalling infrastructure and wiring
- Earthworks and bulk excavation, stormwater drainage installation
- Track construction including tamping and grinding
- OHW foundations, structures and wiring

An indicative schedule of the key remaining Northern Connection Work Activities is provided in Appendix B.

A number of ancillary facilities have been approved and established within the rail corridor, at the main works area and to the south. These sites are:

- Cleland Road
- Valetta Lane
- Drake Street
- Lambs Road

- Gore Hill Freeway laydown (Francis Street)
- Chandos Street.

The above ancillary facilities and laydown areas were established by the previous Sydney Metro contractor working in these locations, Laing O'Rourke (LORAC). They were progressively handed over to Systems Connect for LW Northern Connection works in 2020. These sites are addressed in Ancillary Facility Management Plan - Northern Connection (SCLWW-SYC-1NL-PM-PLN-000380).

Systems Connect have had additional scope added to the Northern Connection area of works in late 2021. This relates to the construction of segregation fencing within the rail corridor, from the Northern Connection works area, up to Chatswood Station. To mitigate impacts with other base scope work activities, a new ancillary site is now required, which is connected by rail to the northern end of the Northern Connection works to allow the works to be undertaken concurrently. The nearest available rail corridor site to the north is located at Hill Street, Roseville. This site was not previously used by Laing O'Rourke, therefore is addressed in this stand-alone management plan for approval purposes.

1.2 Purpose and Scope

This Ancillary Facility Management Plan (AFMP) describes how Systems Connect (SC) will manage the Hill Street ancillary facility during the construction phase of the LW project, Northern Connection works, in accordance with the Client's requirements, Systems Connect's Environmental Management System, any relevant EPL 21423 obligations and the Minister's Conditions of Approval (CSSI 7400).

This Plan has been prepared as a sub-plan to the Construction Environmental Management Plan – C2B (CEMP C2B) for the LW Works and:

- Describes the legislative framework specific to ancillary facility issues and relevant guidelines that must be followed
- Identifies the existing worksite issues
- Identifies key risks and impacts associated with the works
- Describes procedures that will be used for management of aspects and potential impacts associated with Ancillary Facilities.

1.3 Objectives and Targets

The key objective of the AFMP is to ensure that environmental impacts associated with the operation of the ancillary facilities are minimised. This will be achieved through the following targets which have been derived from the CEMP C2B.

- Identify potential issues arising from the operation, rehabilitation and decommissioning of ancillary facilities
- Identify the types of, timing and known locations of ancillary facilities required for the delivery of the project
- Identify and describe site specific measures to be implemented in addition to those outlined in the CEMP C2B, where specific controls are required for a location
- Ensure ancillary facilities are managed in accordance with this Plan, the CEMP C2B, Planning Approval and relevant Deeds
- Outline a monitoring, auditing and reporting framework to assess the effectiveness of the controls implemented.

1.4 Consultation and Communication

The AFMP has been developed in consultation with Sydney Metro, the Environmental Representative (ER) for the project and Ku-ring-gai Council (refer to Appendix D, consultation record).

The AFMP will be reviewed by the ER and comments addressed, prior to submitting to the Secretary, for approval, as per CoA A16 of the Planning Approval.

1.5 Related Documents

This Plan is a sub-plan of the Construction Environmental Management Plan – Chatswood to Bankstown (CEMP C2B). It has the following interrelationships with other management plans and documents:

Table 1 - Interactions with other management plans

Document Name	Interface
Construction Environmental Management Plan – Chatswood to Bankstown (CEMP C2B) (SMCSWLWC-SYC-1NL-PM-PLN-000033)	The AFMP forms a sub plan to the CEMP which outlines overarching environmental management of the works.
Ancillary Facility Management Plan - Northern Connection (SCLWW-SYC-1NL-PM-PLN-000380)	This is the primary AFMP for Northern Connection ancillary sites used by Systems Connect for Line-wide works, which were previously established by Laing O'Rourke.
Waste, Recycling and Spoil Management Plan C2B (SMCSWLWC-SYC-1NL-PM-PLN-000374)	Management of waste, spoil and recycling during construction
Construction Traffic Management Plan – Northern Connections – Traffic Operations (SMCSWLWC-SYC-NCW-TF-PLN-002507)	Management of the traffic and transportation impacts of heavy and light vehicles during construction
Construction Noise and Vibration Management Plan (CNVMP) (SMCSWLWC-SYC-1NL-PM-PLN-000032)	Management of noise and vibration including out of hours working and sensitive receivers
Air Quality Management Sub-Plan C2B (AQMP) (SMCSWLWC-SYC-1NL-PM-PLN-000373)	Management of dust and other air quality management measures during construction
Community Communications Strategy (CCS-LW) (SMCSWLWC-SYC-1NL-PM-PLN-000027)	Management of community and stakeholder consultation during construction including management of complaints
Sustainability Management Plan (SMCSWLWC-SYC-1NL-PM-PLN-000024)	Addresses the sustainability requirements for the project

2. Legal and Other Requirements

2.1 Project Approval and Development Consent

The works are to be delivered under the Environmental Planning and Assessment Act (1979) in accordance with the Critical State Significant Infrastructure Sydney Metro City & Southwest Chatswood to Sydenham Conditions of Approval (CSSI 7400) issued for the Project. The approval process includes specific planning conditions and commitments that must be addressed in this Plan and delivered during the Project.

2.2 Environmental Authority / Licence

LW Works associated with delivery of Northern Connection are being undertaken under Environmental Protection Licence (EPL) 21423, held by CPB Contractors Pty Ltd (Joint Venture partner in Systems Connect). Compliance with all relevant licence conditions will be tracked, monitored and ensured. EPL 21423 has been granted for the Scheduled Activity: Railway activities – railway infrastructure construction.

2.3 Key Legislation

The legislation relevant to construction ancillary facilities for the Project includes the following:

- Biosecurity Act (2015)
- Biosecurity Regulation (2017)
- Contaminated Land Management Act (1997)
- Dangerous Goods (Road and Rail Transport) Act (2008)
- Environmentally Hazardous Chemicals Act (1985)
- Environmental Planning and Assessment Act (1979)
- Environmental Planning and Assessment Regulation (2000)
- Environment Protection and Biodiversity Conservation Act 1999 (Cwth)
- Land and Environment Court Act (1979)
- Local Government Act (1993)
- Local Government (General) Regulation (2005)
- Native Vegetation Act (2003)
- Native Vegetation Regulation (2005)
- Protection of the Environment Operations Act (1997) (POEO Act).
- Roads Act (1993)
- Roads (General) Regulation (2000)
- Soil Conservation Act (1938)
- Threatened Species Conservation Act (1995)
- Threatened Species Conservation Regulation (2002)
- Threatened Species Conservation (Savings and Transitional) Regulation (1996)
- Waste Avoidance and Resource Recovery Act (2001)
- Water Management Act (2000)
- Water Management (General) Regulation (2004).

2.4 References, Standards, Codes and Regulations

In addition to legislative requirements, the following environmental publications, standards, codes of practice and guidelines are relevant to the LW Works and are referenced throughout this Plan. Other aspect specific guidelines are discussed in the relevant CEMP Sub-Plans and other project management plans.

- Managing Urban Stormwater: Soils and Construction. Volume 2D: Main Road, DECC (2008)
- Managing Urban Stormwater: Soils and Construction. Volume 1 of the 'Blue Book', Landcom (2004)

- Crime Prevention through Environmental Design (CPTED) principles
- NWRL Style Guidelines (Co-branding) (TfNSW, November 2012)
- Relevant Australian Standards including:
 - National Construction Code AS1428 Design for Access and Mobility
 - AS/NZS 16802.4 Interior Lighting
 - AS/NZS 1940: 2004 The Storage and Handling of Flammable and Combustible Liquid
 - SafeWork Australia Codes of Practice
 - TfNSW Chemical Storage and Spill Response Guidelines 9TP-SD-066.

2.5 Assessment and Approval of Ancillary Facilities

Ancillary facilities not identified by description and location in the EIS, must meet the criteria as listed in A16, unless otherwise approved by the Secretary. Demonstration of compliance with the requirements of A16 is detailed in Table 2 below.

Table 2: Condition A16 Requirements

Condition requirement	Comments	Compliant
Ancillary facilities that are not identified by description and location in the EIS as amended by the documents listed in A1, must meet the following criteria, unless otherwise approved by the Secretary: (a) the facility is development of a type that would, if it were not for the purpose of the CSSI, otherwise be exempt or complying development; or (b) the facility is located as follows:	The ancillary facility identified in this plan is not identified in the EIS as amended by the documents listed in A1. See location figure in Appendix A, specifically: - Hill Street ancillary facility As the facility must be accessed from a local road (see iv below) it must be approved by the Secretary. The ancillary facility would be utilized under the conditions of EPL 21423.	N
i. at least 50 metres from any waterway unless an erosion and sediment control plan is prepared and implemented so as not to adversely affect water quality in the waterway in accordance with Managing Urban Stormwater series;	The facility is located greater than 50 metres from Blue Gum Creek, the nearest waterway, which is approximately 400 metres away.	Y
ii. within or adjacent to land upon which the CSSI is being carried out unless it can be demonstrated that performance criteria established in this approval can be met and that there will be a reduction in impact at other sites and a reduction in the construction program;	The proposed area is in the rail corridor. If this site cannot be used, additional possession weekends will be required to construct the fencing after the Northern Connection works have been completed. Use of this ancillary facility will mean a reduction in overall impact at the construction location and a reduction in overall construction program duration.	Y
iii. with ready access to the road network	The site has good access to the road network, to Boundary Street and Pacific Highway via Hill Street.	Y
iv. to prevent heavy vehicles travelling on local streets or through residential areas in order to access the facility, except as identified in the EIS and amended by the documents listed in A1;	Heavy vehicles are to follow the Haul Routes as per Briefing Note – Hill Street, Roseville Ancillary Site (supplementary to Northern Connection CTMP), in Appendix E. These routes have been designed to minimize movements on local roads as much as possible. It is noted that in order to access the rail corridor/project site the use of local roads is required	N

	<p>and is unavoidable as the rail corridor access point is located within the local village of Roseville, on Hill Street.</p> <p>This site has been specifically identified to enable direct access to the construction area using hi-rail plant and equipment, from the north. An alternative to use of this site is increased use of haul routes on local roads, to transport equipment, materials and spoil around the works area, to and from the other ancillary sites in use for Northern Connection works. Access at this gate would still be needed.</p> <p>Therefore, approval for use of this site will minimise heavy vehicle travel on local roads, through residential areas.</p>	
v. on level land;	The Hill Street ancillary site is on level land.	Y
vi. so as to be in accordance with the Interim Construction Noise Guideline (DECC 2009) or as otherwise agreed in writing with affected landowners and occupiers;	Construction and operation of facilities to be in accordance with the ICNG. The project will utilize mitigation measures at all times as specified in the project CNVMP. Refer to section 4.8.	Y
vii. so as not to require vegetation clearing beyond the extent of clearing approved under other terms of this approval except as approved by the ER as minor clearing;	No vegetation clearing will be conducted during the establishment or use of the ancillary facility.	Y
viii. so as not to have any impact on heritage items (including areas of archaeological sensitivity) beyond the impacts identified, assessed and approved under other terms of this approval;	No heritage items and subject area is not within a conservation area (no archaeological sensitivity). No excavation is required for this facility location. No potential impacts on heritage items during operation of the Hill Street site.	Y
ix. so as not to unreasonably interfere with lawful uses of adjacent properties that are being carried out at the date upon which construction or establishment of the facility is to commence;	Establishment and operation of the facility to be undertaken in accordance with the conditions of the approval. Impacts to be managed as per the project CEMP, sub-plans and this plan. Operation of this facility to be contained within the rail corridor only.	Y
x. to enable operation of the ancillary facility during flood events and to avoid or minimise, to the greatest extent practicable, adverse flood impacts on the surrounding environment and other properties and infrastructure; and	<p>The rail corridor is elevated above the surrounding environment. Operation of the Hill Street facility is contained within the rail corridor. This area is free draining.</p> <p>ERSED controls will be designed and implemented as per Blue Book requirements.</p>	Y

Before establishment of any ancillary facility that satisfies the criteria in Condition A16, the Proponent must prepare an Ancillary Facilities Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment and operation of the ancillary facility. The Ancillary Facilities Management Plan must be prepared in consultation with the relevant LGA and submitted to the Secretary and the EPA for information one month before installation of the relevant ancillary facilities.... (CSSI 7400 CoA A17).

2.6 Minor Changes to Approved Ancillary Facilities

Distinct project phases may see a need to make minor changes to facilitate constructability, amenity or traffic staging requirements. This may include:

- Interchangeable use of laydown/storage and car parking areas for the aforementioned purpose
- Relocation of internal access roads to allow for efficiencies in heavy vehicle/light vehicle movements
- Alteration to car parking/ container and laydown areas for safe working distances
- Environmental constraints and/or in response to community and agency feedback.

Key structures such as barriers and fencing will be modified as appropriate to minimise any noise, visual and air quality impacts. These changes would occur where there is a neutral or positive amenity/ environmental impact generally, as determined by the Environmental Representative (with advice from the Acoustic Advisor as required).

3. Ancillary Facilities

3.1 Overview of LW worksite and Ancillary Facility

Due to staging and access for Northern Connection works, rail access from the north is now required, for construction of segregation fencing and combined services route, to the north of the main works area, up to Chatswood Station. The main works area is very congested during all remaining rail possessions, for the Sydney Metro Northern Connection Line-wide works scope. Access from the north is required to reduce interface and interactions between activities, therefore reducing risk of incidents, managing construction fatigue of residents adjacent the main works area and improving safety and efficiencies during rail possessions to complete all of the works on time. As such, Systems Connect propose to use the existing Sydney Trains ancillary area located within the rail corridor at Hill Street, Roseville.

The Hill Street site will be used for the following:

- Storage of materials ahead of possession for delivery to site via rail (fence foundation reinforcement, formwork tubing, and fencing materials) at the start of possession.
- Storage of rail ballast ahead of possessions for delivery to site via rail at the end of possessions.
- Stockpiling of fencing foundations spoil, brought by rail from the Northern Connection site, during possession and loading out post-possession.
- General hi-rail plant access over the possession.

The location in relation to the Northern Connection worksite is shown in Appendix A.

3.2 Construction Ancillary Facilities

Details of the Hill Street ancillary facility to be used by SC are included in Table 3. The site, in the rail corridor, has existing security fencing and will have temporary solar lighting.

To minimise impacts, the following factors were considered by SC during site selection:

- location of an existing worksite compound of sufficient size to accommodate the required facilities
- within the rail corridor, near existing rail access pads/ramps, and near existing corridor access gates
- accessible for construction traffic deliveries
- to the north of key construction activities
- located away from heritage items or environmental sensitive areas.

Where applicable, reasonable and feasible, temporary site facilities will incorporate:

- energy efficient lighting schemes and light fittings
- plug-in electrical equipment which complies with the requirements of the Equipment Energy Efficiency Program (E3) “Minimum Energy Performance Standards” and has at least a five star Energy Rating Label
- natural daylighting
- natural ventilation
- water efficient fixtures, fittings and controls
- air conditioning refrigerants with low or zero global warming potential
- crime prevention through environmental design principles.

Table 3: Overview of ancillary facilities and temporary laydown areas

Facility	Location and Surrounding Environment	Activities	Access and Parking	No. of Heavy Vehicles (Estimated)	Indicative Operational Period	Hours of Operation
Hill Street (Ancillary Facility)	<p>The site ancillary facility is located within the rail corridor on the up side adjacent to Hill Street, Roseville. The site will be used as a temporary ancillary facility during rail possessions and for material storage as required for the duration of the works.</p> <p>The ancillary facility will maintain fence shade cloth and erosion sediment controls on the eastern side fence boundary at all times that the site is in use.</p> <p>Nearby properties include residential properties on Hill Street, Boundary Street and Pacific Highway.</p>	<ul style="list-style-type: none"> Limited parking for construction vehicles Amenities for work force Laydown area and material storage Erosion and sediment control around ancillary facility 	<p>Access from Hill Street, Roseville.</p> <p>All parking for construction workers will be provided at this site.</p>	<5 (Deliveries and spoil removal)	March 2022 – Dec2022	<p>Normal working hours:</p> <ul style="list-style-type: none"> 7am to 6pm Monday to Friday 8am to 1pm Saturdays <p>OOHW as approved under the conditions of the EPL for possession works.</p>

4. Aspects, Impacts and Risks

4.1 General Management

Ancillary Facilities will be maintained in accordance with the following requirements:

- Site sheds (where applicable) would be as new and maintained in excellent condition and be established at locations and positions that minimise the impact (including visual) on adjoining properties and residents.
- Temporary site facilities would meet the sustainability requirements of the project.
- Temporary site facilities, including site sheds, would be maintained free of graffiti.
- Ancillary facilities will be located outside of the 50m riparian buffer zones of watercourses.
- All facilities utilised for the purpose of LW activities must be sited, constructed and maintained to meet the requirements of Sydney Metro and relevant authorities.
- Daily inspections of all temporary site facilities, when in use, otherwise weekly checks.

Site establishment elements, further to those already in place, may need to be implemented by SC. These should include sheds will be made from as-new materials or in excellent condition, with the layout of each site arranged to minimise impacts on the surrounding community and in accordance with the requirements of Sydney Metro and relevant authorities.

Work is to be undertaken during periods specified in the planning conditions and EPL. Any work outside these periods are subject to risk assessment and environmental approval (refer to Section 4.10 Working Hours).

4.2 Site Establishment

In accordance with the Project planning approval (CSSI 7400), for all ancillary facilities established and maintained during construction, the CEMP C2B and relevant Sub-Plans will apply.

Site establishment activities by SC may include the following:

- Set up traffic controls as required and controlled site entry and egress points.
- Install relevant construction signage and way finding signage as required.
- Install environmental controls in accordance with the Site Environmental Plans (SEP's) for each ancillary facility site which will be developed specific to each site to outline the various environmental controls to be implemented. Examples of controls include shade cloth on fencing when site is in use and sediment fence.
- Establish temporary tanked toilets within the ancillary facility site where required.
- Designated storage areas will be established as required, either within the ancillary facility site and/or within the worksite for stockpiles and construction materials. Stockpile areas will have erosion and sediment controls installed to prevent runoff. Secured containers will house materials and tools.
- Ventilated, self-bunded fuel and chemical storage units will be utilised in accordance with AS 1940 for the storage of dangerous goods and hazardous materials.
- Mobilise plant and personnel to the ancillary facility site.

All materials and machinery will be stored behind fencing where possible to mitigate visual impacts to the surrounding area using screening as specified in Section 4.3 (Site Fencing and Lighting).

Site-specific site establishment requirements also may include changes to pedestrian and vehicle access within the already established and enclosed compound, tree protection measures and heritage protection. These will be outlined in the SEP prepared for the site. Traffic management site establishment will be in accordance with Section 4.7 of this Plan.

Management actions will also be applied as outlined in the CEMP C2B and Sub-plans.

4.3 Site Fencing and Lighting

The construction ancillary facility has been fenced off and secured from pedestrians by using the existing rail corridor fencing. This will create a barrier between the construction site and sensitive receivers minimising the visual impact of plant/equipment, and reduce visual air quality impacts through the application of a visual barrier. Noise mats will be used to reduce noise impacts.

All site boundary screening required under Condition A19, REMM LV1 and REMM LV4 will minimise visual, noise and air quality impacts on adjacent sensitive receivers and be implemented at all ancillary facilities.

To achieve this Systems Connect will maintain noise curtain material in the stockpiling area and Sydney Metro branded screening to the rail corridor fence for the length of the ancillary area, when the site is in use. It is expected that the noise barrier will achieve an approximate reduction of up to 10dB. It is noted that under CoA A19 screening may not be installed if it is “agreed with relevant Council(s), and affected residents, business operators and landowners”.

Temporary lighting will only be utilised during approved OOHV possession activities. Lighting will only be used in accordance with Condition E99 of the CoA, minimizing light spill. All lighting will be the minimum level of illumination necessary and must comply with AS: 4282:1997 – Control of the Obtrusive Effects of Outdoor Lighting and relevant Australian Standards in the series AS/NZ 1158 – Lighting for Roads and Public Spaces. All lighting towers will be solar powered so as not to generate noise.

4.4 Stockpiling

Stockpiling of construction materials and spoil will occur within the Hill Street Ancillary Facility and other ancillary sites, as well as short-term storage of stockpiles within rail corridor as required to accommodate works in each area, i.e. temporary stockpile prior to backfilling, or prior to transport offsite to a nearby approved ancillary facility site or approved offsite disposal facility. Material to be stockpiled may include:

- Excess spoil
- Ballast
- Fence foundations construction materials (i.e. reinforcement and formwork tubing)
- Fencing materials

All stockpiles whether temporary or longer-term will be managed in accordance with the mitigation measures outlined in the CEMP C2B and Sub-plans.

4.5 Waste Management

All waste is to be managed in accordance with the relevant legislative requirements and must be classified in accordance with the NSW Waste Classification Guidelines and the mitigation measures outlined in the CEMP C2B and the Waste, Spoil and Recycling Management Sub-Plan (SMCSWLWC-SYC-1NL-PM-PLN-000374).

Construction Waste will be managed in accordance with the Waste Avoidance and Recovery Act 2001 and meet the recycling target objectives of the project. Where possible waste will be diverted from landfill and re-used or recycled.

4.6 Storage of Dangerous and Hazardous Goods

Onsite storage of fuel will be kept to a minimum by using contractors to refuel construction vehicles, therefore minimising the need to store fuel for refueling construction vehicles within the ancillary facility.

Storage of dangerous and hazardous goods will be limited to small quantities. Fuel would be stored in sealed containers and banded areas as per appropriate regulations and guidelines e.g. AS/NZS 1940:2004. The storage of dangerous and hazardous goods on the project will be managed in accordance with the mitigation measures outlined in the CEMP C2B and Sub-plans.

Dangerous goods, as defined by the Australian Dangerous Goods Code, must be stored and handled strictly in accordance with:

- a) all relevant Australian Standards
- b) for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund
- c) Storing and Handling Liquids: Environmental Protection – Participants Manual (Department of Environment and Climate Change, May 2007)
- d) the Environmental Compliance Report: Liquid Chemical Storage, Handling and Spill Management – Part B Review of Best Practice and Regulation (Department of Environment and Conservation (NSW), 2005).

4.7 Traffic Management

Construction vehicles to this site are to enter and exit normally, in a forward direction, in accordance with standard road rules and/or project rules. Where necessary, advanced warning signs will be placed on the approaches to the ancillary site. A site specific vehicle movement plan will be provided to staff entering this site. An estimated movement of 4 trucks per hour per day to this site, typically before and after major rail possession weekends (or weekdays on a weekday rail possession). This volume is low and insignificant. These vehicles are expected to be mostly heavy vehicles however the quantity does include both light and heavy vehicles. Movements of heavy vehicles will be during daytime hours while light vehicle movements may also occur during nighttime hours to facilitate workers being able to access this site across possession periods.

To minimize impacts on the nearby school traffic, and local community, truck movements to and from the site will at all times be restricted to the defined construction vehicle route as depicted in Appendix D.

Effective queue management will be achieved by allocating the number of trucks per day (or per shift) based on travel times, volume of material to be unloaded and site space available to minimise construction traffic queuing on the local roads.

Refer to Construction Traffic Management Plan – Northern Connection – Traffic Operations # CTMP SMCSWLWC-SYC-NCW-TF-PLN-002507, and specifically the supplementary Briefing Note regarding the use of the Hill St, Roseville Ancillary Site (SMCSWLWC-SYC-RFT-TF-BRN-011087), in Appendix E, for more details.

4.8 Noise and Vibration

The CNVMP (SMCSWLWC-SYC-1NL-PM-PLN-000032) Section 7 outlines the proposed management in relation to noise and vibration from the Project and any associated ancillary facilities and laydown areas. This describes the overall approach to managing and mitigating noise and vibration impacts as a result of the Project based on the predicted impacts as summarised in the CNVMP.

Section 5.1 of the CNVMP identifies the Noise Management Levels (NML) applicable for the construction and operation of the ancillary facilities at the most-affected receptor adjacent to each ancillary facility (within 30m). Furthermore, Table 10 of the CNVMP provides NMLs for standard and out of hours construction periods.

Any noise generated by on-site vehicle movements is considered as construction noise and managed holistically with on-site mobile plant in accordance with the Interim Construction Noise Guideline (ICNG), Sydney Metro City and Southwest Construction Noise and Vibration Strategy (CNVS) and the Industrial Noise Policy (INP) as well as in accordance with the CEMP C2B and additional mitigation measures described in Section 7.4 of the CNVMP.

Mitigation measures will be adopted during the NC works in accordance with the Construction Noise and Vibration Impact Statement Portion 3 - Northern Connection (CNVIS) – which presents the methodology, findings and recommendations of the noise and vibration impact assessment completed for construction aspects for this project. These will be implemented for the works to manage and potentially reduce construction noise and vibration impacts.

An addendum to the Northern Connection CNVIS has been developed by Renzo Tonin and Associates for the Hill Street site and endorsed by the Acoustics Advisor (Sydney Metro City & Southwest Line-wide Works - CNVIS Addendum Report - Northern Connection Hill Street Laydown Area SMCSWLWC-SYC-NCW-EM-REP-011652). This document includes details of activities,

plant and equipment that will be used at the site and predicted noise levels. Examples of site-specific mitigation measures detailed in this report, to be implemented, include use of noise mats, consultation with affected receivers, offers of respite where applicable, noise monitoring, etc.

Noise and vibration documentation can be found on the project website at:

<https://www.cpbcon.com.au/en/our-projects/2018/sydney-metro-line-wide-works>

Construction activities will be undertaken as per the hours of work listed in Section 4.10 below. The indicative construction schedule is included in Appendix B.

Noise and vibration monitoring for the LW Works will be implemented in accordance with the Construction Noise and Vibration Monitoring Program (included in the CNVMP) at the commencement of works throughout the project (i.e. when new construction activities commence) to quantify the airborne noise, ground-borne noise and vibration levels associated with construction activities. Monitoring would also be required in the event of a complaint being received or during OOHW where the Additional Mitigation Measures (AMM) has identified monitoring.

Impacts from construction traffic will be mitigated by minimising movements at all times (both within the rail corridor and on external roads), minimising periods of idling, avoiding reversing and using non-tonal reversing alarms. Mitigation measures from Section 7 of the Sydney Metro City and Southwest Construction Noise and Vibration Strategy (CNVS) will also be implemented.

There is no limit on vehicle movements outside of normal construction hours (evenings, night and weekends). Vehicle movements will be minimised, however, the amount of vehicle movements required will be dependent on the scope of the OOHW. Any vehicle movements during these times will be assessed as part of an OOHW application.

4.9 Air Quality

Construction and operation of the ancillary facility is to be undertaken to minimise impacts identified in the CEMP C2B and Air Quality Management Sub-Plan C2B (SMCSWLWC-SYC-1NL-PM-PLN-000373). Mitigation measures are to be applied to minimise dust generation from stockpiles and prevent carrying of loose potentially dusty material from the site.

Where vehicles are used onsite they are to be switched off when not in use for an extended period of time. Plant will be well maintained and serviced to reduce emissions. Plant emissions are to be assessed as part of the pre-acceptance process.

4.10 Working Hours

Work is to be undertaken during periods specified in the planning conditions (CSSI 7400). Any work outside these periods will be subject to risk assessment and approval under the EPL 21423.

In accordance with CoA – E36, except as allowed by Condition E48, works must only be undertaken during the following standard construction hours:

- 7:00am to 6:00pm Mondays to Fridays, inclusive
- 8:00am to 1:00pm Saturdays
- at no time on Sundays or public holidays.

Works during the above hours will generally be made up of site establishment and delivery of materials over the week leading up to possession weekends and removal of stockpiled spoil and site demobilisation over the two weeks following possession weekends.

It is noted that all ancillary facilities will be established during standard construction hours.

Out of Hours Works (OOHW) are proposed for a number of rail possessions during construction of the LW Works. Any works required to be undertaken outside standard hours will follow the Out of Hours Works procedures documented in the Construction Noise and Vibration Management Plan (CNVMP) and will not commence until appropriate approvals have been obtained. Any activities at the ancillary facility will be subject to modelling (and monitoring as required) and will be included in an OOHW application.

CoA - E44(c) states that works may occur outside of standard construction hours where permitted under an EPL. EPL 21423 condition L4.13 enables additional works outside of standard construction hours for possession works in the Northern Corridor and Chatswood Dive Site.

Details of Possessions which have been nominated for the project are in Appendix B. At this time, 6 weekend possessions are planned to be used. It should be noted that these works will be conducted during Out of Hours. These dates may be subject to change, based on Sydney Trains updates to the possession calendar.

4.11 Worksite Handover, Decommissioning and Rehabilitation

Full decommissioning of worksites (sites accepted by Sydney Trains during handover and Sydney Trains established sites) will be undertaken by Systems Connect. Works areas will be handed back to the satisfaction of Sydney Trains.

Dilapidation surveys will be completed for adjacent roads and ancillary facility areas that don't form part of the permanent works. Once the ancillary facility is no longer required for construction activities all materials, buildings and equipment will be removed and the sites reinstated to their preconstruction condition.

De-mobilisation of the ancillary facility site will include the following activities:

- Remove all fencing / hoarding, signage and temporary ancillary facilities, including capping off or removing any underground utilities
- Reinstatement and stabilize the ground surface as per the condition prior to establishment by Systems Connect (Dilapidation Reports prepared before start of construction will be used to assess the quality of reinstated sites)
- Remove environmental controls (e.g. erosion and sediment controls) once the site is stabilised.

4.12 Cumulative Impacts

Due to the location of the proposed ancillary facility site some distance from the main construction area and other ancillary sites, cumulative impacts such as noise, dust and visual impacts to nearby receivers are not expected to be significant as the ancillary facility-based works will impact different receivers to the construction works.

5. Environmental Risk Assessment and Control

Based on typical activities and associated impacts from the ancillary facility as identified above, the overall impacts/risks to the environment are listed in Appendix C. This risk assessment has been based on the Preliminary Risk Assessment within Appendix C3 of the CEMP C2B. A Risk Matrix included in Appendix C3 of the CEMP C2B is used to evaluate the intersection of risk probability (likelihood) with severity (consequence). A risk score (from 'A' Very High to 'D' Low) is used to indicate the severity of a risk. In accordance with the Risk Matrix, each aspect has been assigned a risk rating from 'A' to 'D'.

Risks with a 'high' or 'very high' risk rating will be considered 'significant' and must be controlled using appropriate systems of work, including Environmental Sub-Plans and project work procedures, along with available "hard controls". Approval to proceed is required prior to commencing.

Accountability for the implementation of each control is assigned in the respective Sub-Plan, Procedure and SEPs. Timing is set for its implementation as appropriate. Controls are selected in consultation with the Environment and Sustainability Manager to achieve the following, in order of preference:

- Eliminate the risk by not performing the relevant activity
- Substitute by performing the relevant activity in a way that presents a lower risk
- Implement physical controls (e.g. noise blankets, silt fence)
- Implement administrative controls (e.g. procedures, training, inspections).

The key environmental risks as defined in the CEMP C2B will be reviewed as and when required during the course of the contract when the following situations arise:

- During the periodic review of the CEMP C2B
- Client recommendations for changes (particularly following initial review)
- Changes to the Company's standard system
- Opportunities for improvement or deficiencies in the project system are identified
- Following an audit of the system or the occurrence of significant incidents and non-conformances.

It is expected that the Environmental Audits and Management Reviews will be undertaken in accordance with conditions A37 to A40 and will be undertaken on an annual basis. Actions are to be followed up and closed out within agreed timeframes. The audit report is to be captured within the Systems Connect Synergy compliance assurance system.

If additional risks are encountered on site, these will be addressed by updating the project CEMP C2B, Sub-plans, the SEP and this AFMP, as applicable.

6. Management and Mitigation Measures

This Section describes the overall approach and principles associated with managing and mitigating environmental impacts and risks associated with ancillary facilities for the Project.

6.1 Site Environment Plans

Site Environment Plans (SEPs) are prepared using the Systems Connect Geographic Information System (GIS). SEPs provide site-specific detail and draw the relevant and specific information from the plans, studies and procedures associated with the works. The Site Environment Plans will be developed as LW Works progress and before the start of activities on a particular site. SEPs highlight environmental constraints at a worksite, and detail key elements of the site set-up including environmental controls.

SEPs are progressively updated to provide clear and practical mitigation and management measures for each specific construction worksite as works progress. Each SEP will define site boundaries and include illustrative and descriptive management and control measures, e.g. haulage routes and sensitive receivers etc., and reference relevant Procedures that provide the comprehensive details into certain management controls/ measures in a clear step-by-step process.

Site-specific Erosion and Sedimentation Control Plans (ESCPs) and Construction Noise and Vibration Impact Statements (CNVIS) will also inform SEPs and set out additional management and control measures to be applied for activities with the potential to result in high noise generation or pollution of waters.

6.2 Mitigation and Management

As set out above, the SEPs will reference the Environmental procedures applicable to the LW Works. Environment procedures detail key environmental management processes for the construction workforce, how they need to be carried out, and hold points for the implementation of controls, management and mitigation measures. Where possible, procedures include flow diagrams for any required processes or steps to be undertaken and provide an easy reference point for all site personnel. They provide a comprehensive and informative means of communicating environmental management requirements to site personnel.

Key mitigation measures for the Project are defined in the CEMP C2B and Sub-Plans. Any additional Environment procedures will be developed as required during delivery of the Project. The Environment procedures are a key site management tool and will be revised and updated as construction progresses and in response to any issues identified during implementation.

7. Responsibilities and Authorities

Authorities and responsibilities for all Systems Connect positions are defined and communicated in Job Descriptions and project documentation.

Key responsibilities and authorities for Systems Connect personnel include:

Table 4 – Key Responsibilities and Authorities

Position	Key Responsibilities and Authorities
Project Director	<ul style="list-style-type: none"> Managing the delivery of the Line-wide Works including overseeing Planning Approval and environmental management, including implementation of this AFMP Authority to direct personnel and/or subcontractors to carry out actions to avoid or minimize unintended environmental impacts Act as the Contractor's Representative.
Environment and Sustainability Manager	<ul style="list-style-type: none"> Ensure that the AFMP is effectively established, implemented and maintained at the project level Ensure compliance with all relevant statutes, regulations, rules, procedures, standards and policies Ensure that all personnel on site receive appropriate environmental induction and training and are aware of their environmental responsibilities under relevant legislation and the contract Ensure that non-compliances and environmental incidents are recorded, and written reports provided to the Client's Representative and Environmental Manager within 24-hours. Liaise with the required stakeholders to confirm the nature of the corrective action required and comply with the timeframe within which corrective actions must occur. Ensure that environmental controls, materials and equipment are maintained.
Environmental Advisor	<ul style="list-style-type: none"> Assist the Environment and Sustainability Manager in the development and implementation of this Sub-Plan and other site-specific environmental documents Implement the environmental induction program Conduct and participate in environmental audits The investigation and close out of environmental complaints Assist in the implementation of site environmental controls Undertake environmental monitoring and inspections.
Environment Coordinator	<ul style="list-style-type: none"> Assist the Environment and Sustainability Manager and Area Managers in implementing this AFMP Oversee training on ancillary facilities including inductions, toolbox talks and specific technical training on monitoring equipment Monitoring and reporting on noise and vibration compliance Manage, review and continual improvement of this Sub- Plan.
Construction Manager	<ul style="list-style-type: none"> Supervise all site construction activities and personnel by ensuring that they meet environmental and other requirements Organise and manage site plant, labour and temporary materials Ensure that site environmental controls are properly maintained and provide support for the Environment and Sustainability Manager Report all environmental incidents Take action to resolve non-compliances and incidents Must complete corporate and project induction covering environmental responsibilities and System Connect's environmental management system.

Project Engineers Site Engineers Supervisors	<ul style="list-style-type: none"> Implement and monitor onsite environmental management and compliance measures on site in conjunction with environmental coordinators Undertake site inspections, provide support to report on environmental performance.
Safety Manager	<ul style="list-style-type: none"> Reports to the Project Leader and Construction Manager Ensure compliance with all relevant WHS statutes, regulations, rules, procedures, standards and policies Ensure all H&S incidents and near misses are recorded, and written reports provided to the Client's Representative and Environmental Manager within 24-hours Take action to resolve non-conformances and incidents Must complete corporate and project induction covering environmental responsibilities and System Connect's environmental management system
Procurement Personnel	<ul style="list-style-type: none"> Reports to the Project Director and Construction Manager Carefully select suppliers and subcontractors based upon their ability to meet stated requirements Ensure that purchase orders and agreements include environmental requirements as necessary Where practical, select materials which are "environmentally friendly" Must complete corporate and project induction covering environmental responsibilities and Systems Connect's environmental management system.
Sub-Contractors	<ul style="list-style-type: none"> Comply with all legal and contractual requirements Comply with site environmental requirements Comply with management / supervisory directions Participate in induction and training as directed Report all incidents Environmental qualifications as required by contract Must complete project induction covering environmental responsibilities and Systems Connect's environmental management system.
All Personnel	<ul style="list-style-type: none"> Comply with the relevant Acts, Regulations and Standards Comply with the Company's environmental policy and procedures Promptly report to management on any non-conformances, environmental incidents and/or breaches of the system Undergo induction and training in environmental awareness as directed by management Report all incidents Act in an environmentally responsible manner.
Environmental Representative	<ul style="list-style-type: none"> Consider and inform the Secretary on matters specified in the terms of the planning approval Consider and recommend any improvements that may be made to work practices to avoid or minimize adverse impact to the environment and to the community Review all documents required to be prepared under the terms of the planning approval, ensure they address any requirements in or under the planning approval and if so, endorse them before submission to the Secretary (if required to be submitted to the Secretary) or before implementation (if not required to be submitted to the Secretary) Consider any minor amendments to be made to the CEMP C2B, Sub-Plans and monitoring programs that comprise updating or are of an administrative nature, and are consistent with the terms of the planning approval and the CEMP C2B, Sub-Plans and monitoring programs approved by the Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of the planning approval.

Acoustic Advisor	<ul style="list-style-type: none"> Assess the impacts of minor ancillary facilities as required by Condition A18 of the planning approval; and prepare and submit to the Secretary and other relevant regulatory agencies, for information, a monthly Environmental Representative Report detailing the ER's actions and decisions on matters for which the ER was responsible in the preceding month (or other timeframe agreed with the Secretary). The Environmental Representative Report must be submitted within seven (7) days following the end of each month for the duration of works and construction of the CSSI, or as otherwise agreed with the Secretary. <ul style="list-style-type: none"> Review all noise and vibration documents required to be prepared under the project approval and, should they be consistent with the CoA, endorse them prior to submission to the Secretary (if required to be submitted to the Secretary) or before implementation (if not required to be submitted to the Secretary) Consider and provide recommendations on improvements that may be made to works practices to avoid or minimize noise and vibration impact Regularly monitor the implementation of all noise and vibration documents required to be prepared under the project approval to ensure implementation is in accordance with what is stated in the document and the project approval Notify the Secretary of noise and vibration incidents in accordance with CoA A41 Consider relevant minor amendments made to the CEMP C2B, relevant sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the terms of the project approval and the management plans and monitoring programs approved by the Secretary and, if satisfied such amendment is necessary, endorse the amendment Assess the noise impacts of minor ancillary facilities as required by Condition A18 of the project approval.
Stakeholder and Community Manager	<ul style="list-style-type: none"> Provide key stakeholders and the community with information about construction progress Ensure people understand the scope of the works and mitigation measures Ensure key stakeholders and the community understand the proposed timing of the works Take steps to minimize potential impacts from construction works Work closely with the Northern Connection team to coordinate consultation activities with the community and other stakeholders Be the single point of contact for affected stakeholder and the community and the project team, who will proactively doorknock properties and also respond quickly to any issues or complaints raised Be available at all times that any activities are being performed on any construction site to answer any questions, concerns, complaints or enquires in relation to activities Produce and distribute all community notifications relating to contractor activities Develop, produce and distribute site specific quarterly newsletters to inform the community of the progress and key milestones or activities taking place during the following three months Distribute newsletters to all affected commercial and residential properties within a minimum of 200m radius of the construction site for OOHW and 100m for works in standard construction hours. Provide an initial response to email/written correspondence (letters/faxes) within 48 hours and complaints within 2 hours Provide feedback to requests for information from the Sydney Metro Communication and Engagement team within two hours Refer enquiries not associated with contractor activities to Sydney Metro Project Communications team immediately Record all interactions with stakeholders on Consultation Manager in accordance with Consultation Manager data entry procedure within 48 hours Manage calls to the community information line and redirect to appropriate team members or contractors

	<ul style="list-style-type: none"> • Provide at least an oral response to calls forwarded from the community information line within two hours unless otherwise agreed • Lead or be involved in any consultation activities arising from community enquiries as notified by the contractor.
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8. Community Engagement

Systems Connect's engagement strategy aims to inform and engage community and relevant stakeholders in a constructive, transparent and fair process. To ensure this happens, detailed and timely information will be provided to Sydney Metro to assist in fulfilling consultation and notification requirements. Further details of Systems Connect's commitment to community consultation can be obtained from the Community Communications Strategy – Line-wide (CCS-LW) (SMCSWLWC-SYC-1NL-PM-PLN-000027).

The CCS-LW describes the approach Systems Connect will use to manage engagement and ongoing consultation with stakeholders and the community with an interest in, or potentially affected by SMCSW, including Northern Connection works.

Specifically, the CCS-LW Section 4 provides a summary of the potential site-specific issues and stakeholder consultation overview for the Project.

Engagement will focus on stakeholders and the community adjacent to construction sites who have an interest in, or who are likely to be affected by works activities.

SC will provide key stakeholders and the community with information about construction progress. Commitments include:

- Ensure people understand the scope of the works and mitigation measures
- Ensure key stakeholders and the community understand the proposed timing of the works
- Take steps to minimize potential impacts
- Maintain and protect Sydney Metro's reputation.

A full suite of Sydney Metro's communication tools is outlined in the Overarching Community Communications Strategy.

The stakeholder and community engagement tools to be used during works will include:

- Place Managers to be the single point of contact for affected stakeholder and the community and the project team, who will proactively door knock properties and also respond quickly to any issues or complaints raised
- Notifications, signage (with Project contact details), newsletters including maps to keep stakeholders and the community informed, explaining the purpose of the works, what they can expect, and any potential impacts (delivered in paper or electronic format)
- Newsletter twice a year to properties within 500 metres of the construction site
- Fact sheets (as required) to provide detail on aspects of the work and the project
- Newspaper advertising as required
- Communications Management Control Group, Sydney Metro will establish a new group or attend existing forums to discuss project activities with neighbouring infrastructure projects.

Community consultation for the establishment of the Hill Street Ancillary Site consists of:

- January 2022 - Advanced notification informing residents and businesses within 200m about how and when the ancillary site will be used, the mitigation measures that will be in place to reduce construction impacts, opportunities to comment or ask questions and commitment to ongoing regular communication about upcoming works
- February 2022 - On-site meetings / phone calls with residents to address questions and any concerns raised. Residents will continue to be notified of planned activity as the work progresses

Further consultation with sensitive receptors around Ancillary Facilities will be undertaken as the project progresses where sensitive periods can be refined based on the type of activities, expected impacts and the particular circumstances of the receptor at that time. All consultation will be undertaken prior to the start of the relevant portion of works predicted to affect those receptors.

Copies of specific consultation can be found on the Sydney Metro website:

<https://www.sydneymetro.info/documents>

9. Training, Awareness and Competence

Environmental training will be carried out in accordance with Element 7 of the Project CEMP C2B.

All employees will receive suitable environmental induction / training to ensure that they are aware of their responsibilities and are competent to carry out the work.

Environmental requirements will be explained to employees during site induction and on-going training via toolbox meetings, briefings, notifications and the like.

All employees (including subcontractors) will receive induction/ training in the following:

- Environmental Policy
- Site environmental objectives and targets
- Understanding individual authorities and responsibilities
- Site environmental rules
- Potential consequences of departure from rules
- Emergency procedure and response (e.g. spill clean-up)
- Basic understanding of their legal obligations.

Personnel performing tasks, which can cause significant environmental impacts, will be competent based on appropriate education, training and / or experience.

It should be noted that upon commencement of new personnel, the induction process covers the environmental management and legislative requirements specific to the project.

Ongoing training will be undertaken through toolbox talks and daily pre-start meetings. These will include environmental and community issues relevant to the site personnel and the aspects, impacts and risks pertaining to the proposed works. Attendance of all training and toolbox meetings is recorded and signed off by personnel in attendance. The name of trainee, when the person was trained, the name of the trainer, and a general description of the training content will be included in the records of training and toolbox meetings.

All training records for project staff, including induction records, shall be maintained on the Systems Connect Project K/: Drive.

10. Enquiries, Complaints

All environmental enquiries and complaints will be managed in accordance with Element 6 of the CEMP C2B and the Community Communications Strategy (CCS-LW). This includes internal and external notification, recording, reporting and response processes.

Public Complaints shall be logged into Consultation Manager and are to be responded to in accordance with the Sydney Metro Community Communication Strategy (CCS). Environmental Management related complaints will be forwarded to the Environment Manager.

Lines of enquiries will be made available for the project, including a 24-hour community information line, which has already been set up (1800-171-386), a postal address and email address for receipt of complaints and enquiries, as well as a Project website which includes all these contact details. These details are included in the CNVMP. Community notifications will also include relevant project contact details in the event of an enquiry or complaint.

Additionally, business cards containing project contact information for the community will be available at each site for project personnel to issue if approached directly by a member of the public with an enquiry or complaint.

If any public authority has a request or complaint this should be raised with Sydney Metro who will consider their request or carry out an initial investigation into the complaint.

11. Incident Management

Environmental incidents will be managed in accordance with Element 9 of the CEMP C2B.

Environmental control and performance will be continually monitored on site, with site inspections completed by a member of the SC Environment team and as required by Sydney Metro's appointed Environmental Representative.

All identified incidents will be registered on Synergy, Systems Connect's online incident reporting system within 48 hours of occurrence. Synergy will allocate a number to the identified incident to ensure traceability. All incident classification, internal and external notification and reporting will be in accordance with the CEMP C2S and associated PMS procedures and tools.

12. Monitoring and Inspection

All monitoring and reporting will be undertaken in accordance with Section 5.8 and Appendix C6 of the CEMP C2B.

12.1 Inspections

Inspections of construction ancillary facilities and worksites will include checks of:

- compliance with erosion and sediment controls
- any tracking of material onto the surrounding road network
- waste storage, collection and disposal
- appropriate chemical and fuel storage
- hoardings and boundary fences for graffiti or advertising material
- compliance with traffic control plan measures.

The LW project Environment and Sustainability Manager is responsible for ensuring effective environmental inspections are carried out and appropriately documented as required using the Environmental Inspection Report. This will be a combination of informal daily checks by the Site Supervisor, noted in the Daily Site Report (when sites are active), as well as in the Environment and Sustainability Checklist. These inspections will be carried out weekly and following heavy rain events, and will ensure environmental controls as per the SEPs.

The Environment and Sustainability Manager or delegate would be in attendance at any periodic ER site inspections. The Environment and Sustainability Manager will be responsible for actioning and responding to any identified corrective actions in timeframes as agreed with the ER.

Where environmental inspection or monitoring outcomes will be recorded into Synergy, a workplace visit is to be created and the associated actions generated. Where deemed necessary by the Environment and Sustainability Manager, and as a result of revisions to project scope or changes to project risks, additional Environmental Risk Action Plans to control potential impacts may be developed.

12.2 Monitoring

Project environmental performance will be measured through regular environmental performance reviews. These will be based on the measurable outcomes identified in each environmental management plan, including the CEMP C2S and Sub-plans.

A Construction Noise and Vibration Monitoring Program has been developed for the Project. The Monitoring Program is included within the CNVMP.

Monitoring of works associated with the operation of the ancillary facility will be undertaken in accordance with the requirements of the Sydney Metro City & Southwest Construction Noise and Vibration Strategy (CNVS), Conditions of Approval and EPL. There are no high impact noise works associated with the operation of the ancillary facility. The ancillary facility will be used during standard and Out of Hours construction hours. Use of the ancillary facility outside of standard construction hours will be subject to noise modelling and will be included in an OOH Application. Monitoring will occur when predicted levels require this mitigation measure to be implemented.

There will be no vibratory works associated with the operation of the ancillary facility identified within this plan. Furthermore, there are no heritage structures or sensitive facilities within the screening zone of plant that will operate within the ancillary facility. As such, there will be no vibration monitoring unless there is a complaint from a nearby property.

Any vibration monitoring to occur would be attended monitoring, unless otherwise requested and agreed by the Department of Planning and Environment, the NSW EPA, Sydney Metro or an affected resident or business.

12.3 Non-Compliances and Corrective Actions

Non-compliances arising out of the above monitoring, inspections or audit outcomes shall be recorded and addressed by raising a Non-Conformance Report and logged within Synergy. Sydney Metro or the Environmental Representative may raise non-compliances against environmental requirements. Management system non-conformances and recurring environmental incidents will be handled in accordance with the CEMP C2S.

Corrective and preventive actions may include:

- Site remediation and rehabilitation
- Increased site inspections and monitoring
- Increase environmental awareness (re-training, tool-box meetings)
- Review and improve existing environmental controls and job safety analyses / work method statements.

12.4 Reporting

Project reporting shall be completed in accordance with Element 12 of the CEMP C2B. This includes monthly Sydney Metro City and Southwest Environmental and Sustainability reports with each report included in the Monthly Project Review.

On a monthly basis, environmental indicators, energy use, water consumption and waste information shall be entered into Synergy.

- Monthly Environmental Metrics, which includes tool-box talks, and inspections
- Waste consumption
- Water usage including volume of water extracted from surface and ground water sources
- Subcontractor energy and emissions data.

Monthly oversight of inspection outcomes, audit issues and corrective actions provided through the Actions created within Synergy. Actions are to be addressed in accordance with the timeframes outlined in the CEMP C2B.

Other Environmental reporting includes:

- Compliance tracking program (CoA A29)
- Construction compliance reports (CoA A34)
- Environmental auditing program (CoA A37)
- Construction monitoring programs (CoA C12)
- Environmental Inspections undertaken by the ER
- Environmental Inspections undertaken by the Acoustic Advisor.

Reports on compliance with the approval or any other statutory requirements will be submitted to Sydney Metro for inclusion in the Construction Compliance Reports prepared and submitted by Sydney Metro for the Secretary for information every six (6) months from the date of the commencement of construction or within another timeframe agreed with the Secretary, for the duration of construction. The Compliance Tracking Reports will be provided to the Environmental Representative for information.

12.5 Issue, Revision and Re-issue

The initial issue of this Sub-Plan has been reviewed by the Environment and Sustainability Manager to ensure it meets the requirements of the current Environmental Management System and policy, contract, specifications and standards. The plan is approved for use on the project by the Project Director.

Revisions of this plan may be required throughout the duration of the project to reflect changing circumstances or identified deficiencies.

Revisions may result from:

- Management Review
- Audit (either internal or by external parties)
- Client complaints or non-conformance reports
- Changes to the Company's standard system.

Revisions shall be reviewed and approved by the Environment and Sustainability Manager prior to issue. Updates to this plan are numbered consecutively and issued to holders of controlled copies. Updates will be undertaken on an annual basis.

The ER, in accordance with CoA A24 (j), must consider "minor" amendments to the CEMP C2B, Sub-Plans and monitoring programs that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP C2B, sub-plans and monitoring programs approved by the Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval.

Furthermore, in accordance with CoA A27, (g) in conjunction with the ER, the AA must (iv) consider relevant "minor" amendments made to the CEMP, relevant sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the terms of this approval and the management plans and monitoring programs approved by the Secretary and, if satisfied such amendment is necessary, endorse the amendment. This does not include any modifications to the terms of this approval.

Appendix A: Hill Street Ancillary Facility and Northern Connection Works Locations



Appendix B: Indicative Construction Schedule

Northern Connection Work Activities			2022											
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Midweek	Jan-22 - Mar-22	Drainage below baseslabs												
		PMF pit transition structures												
		FRP baseslabs & OHW plinths												
		CSR OLX within Northern Dive												
WK37	14 - 17 Mar-22	WE39 preparations												
WE39	26 & 27 Mar-22	Down Shore track recon												
		PMF channel drainage & ULX												
		Segregation fence foundations												
		Segregation fencing												
Midweek	Apr-22 - May-22	Northern Corridor CSR												
		FRP trackslab												
		Segregation fence on Open Dive and Northern Dive structures												
		Sitewide cess drain & shotcrete batters prep												
WK44	2-5 May-22	CSR ULX completion												
WE45	7 & 8 May-22	WE45 preparations												
		Track tie-in to MTS NWRL												
		Sitewide cess drain & shotcrete batters pour												
		Segregation fence foundations												
Midweek	Jun-22 - Jul-22	Segregation fencing												
		Northern Corridor CSR												
		Open Dive trackwork												
		Open Dive CSR												
WE51	19-Jun-22	Opportunity: remaining CSR above Northern Dive (following demob of acoustic shed)												
		Remaining CSR above Northern Dive (following demob of acoustic shed)												
		Northern Corridor CSR (contingency)												
		Sitewide surface treatment and grading												
Midweek	Jul-22	Removal of site delineation barriers												
WE06	6 & 7 Aug-22	OHW structures installation												
		Hi-Rail pad construction												
		Down Shore track recon												
		Keystone wall removal												
Midweek possessions	Dates TBC	Segregation fence foundations												
		Segregation fencing												
		Signalling relocation from GLT to GST and demo GLT route												
		Open Dive OHW works												
WE15	8 & 9 Oct-22	OHW connection to MTS NWRL & energisation												
		Hi-Rail pad construction												
		Segregation fencing												
WE19	5 & 6 Nov 22	Contingency												
		Defects												

Appendix C: Summary of Risks at Ancillary Locations

Summary of Risks at Ancillary Locations

Category	Aspect	Hazard / Activity	Cause	Consequence /Impact	Current Controls	Risk Score
Environment	Transport and Traffic	Changed traffic conditions in the neighbourhood or increased traffic	<ul style="list-style-type: none"> Traffic entering/leaving construction sites and compounds 	<ul style="list-style-type: none"> Increased local traffic Impacts on local traffic conditions Air quality impacts Increased noise due to traffic Complaints due to noise and potential delays 	<ul style="list-style-type: none"> Construction Traffic Management Plan and TCP's Community Communications Strategy Project induction included Traffic management obligations Site Inductions and Truck Driver training included site specific requirements Road Act Approvals Air Quality Management Sub-Plan (SMCSWLWC-SYC-1NL-PM-PLN-000373) Construction Noise and Vibration Management Plan (SMCSWLWC-SYC-1NL-PM-PLN-000032) 	11 (Medium)
Environment	Transport and Traffic	Increased heavy vehicles traffic	<ul style="list-style-type: none"> Haulage 	<ul style="list-style-type: none"> Increased local traffic Changes to local traffic conditions Air quality impacts Increased noise due to heavy vehicle traffic Complaints due to noise and potential delays 	<ul style="list-style-type: none"> Construction Traffic Management Plan TCP's and VMPs Community Communications Strategy Road Act Approvals Air Quality Management Sub-Plan (SMCSWLWC-SYC-1NL-PM-PLN-000373) Construction Noise and Vibration Management Plan (SMCSWLWC-SYC-1NL-PM-PLN-000032) Site Inductions and Truck Driver training including site specific haulage routes 	11 (Medium)
Environment	Transport and Traffic – Loss of Parking	Road closure - for heavy delivery	<ul style="list-style-type: none"> Heavy deliveries 	<ul style="list-style-type: none"> Changes to local traffic conditions Loss of street parking Increased local traffic Community complaints 	<ul style="list-style-type: none"> Construction Traffic Management Plan/Traffic Control Plans Community Communications Strategy Notifications Site Induction and tool box training including any requirements for parking Regular inspections of worksites and adjacent streets 	7 (Low)

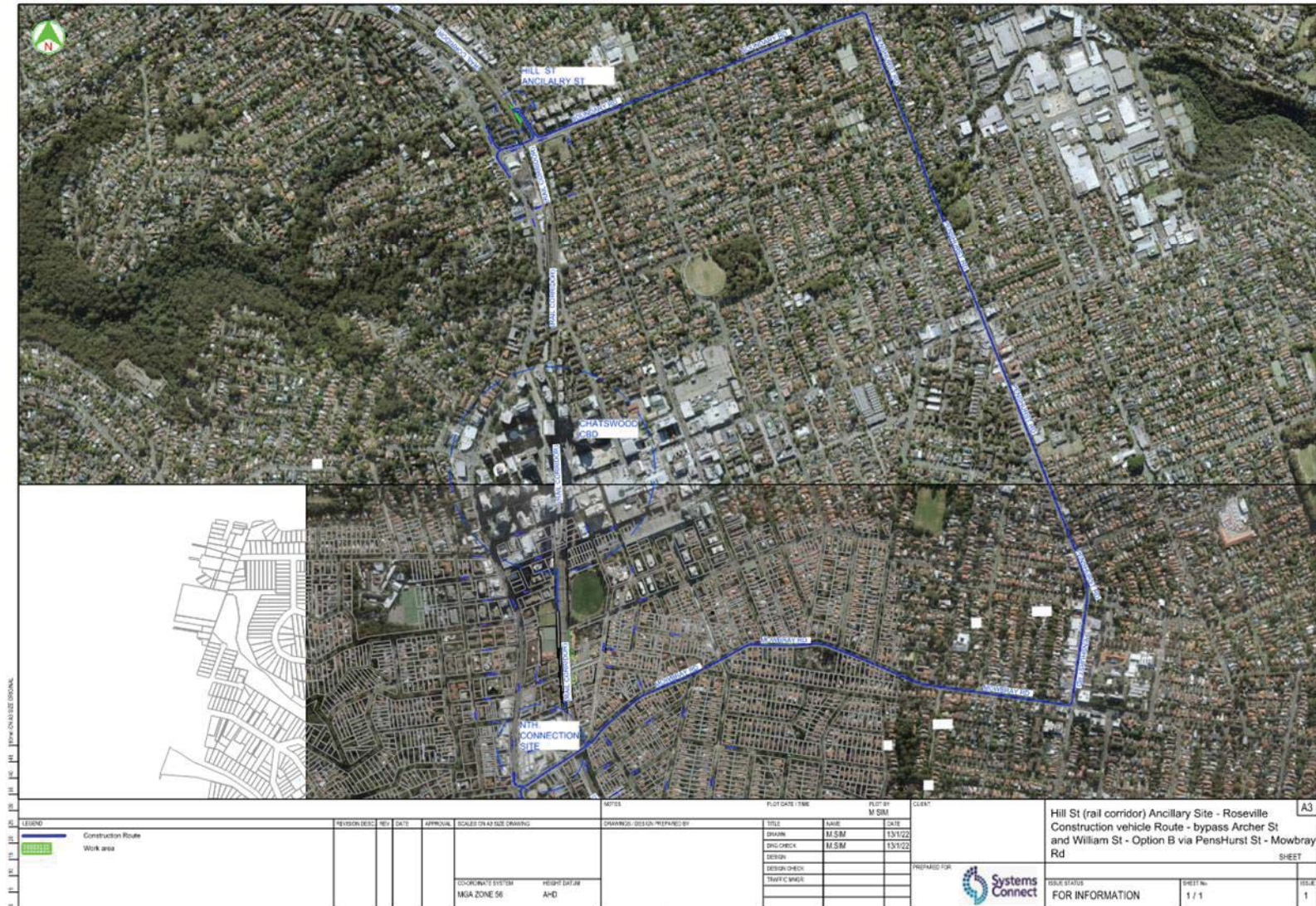
Category	Aspect	Hazard / Activity	Cause	Consequence /Impact	Current Controls	Risk Score
Environment	Transport and Traffic - Deliveries	Delivery of plant, materials and equipment via the road network	<ul style="list-style-type: none"> Traffic entering/leaving construction sites and compounds 	<ul style="list-style-type: none"> Non-compliance with project requirements Complaints due to noise and potential delays 	<ul style="list-style-type: none"> Construction Traffic Management Plan/Traffic Control Plans Site Inductions and Truck Driver training including site specific haulage routes Delivery drivers provided with haul routes and construction hours Investigate opportunities for rail deliveries Planning and staging of works and associated deliveries as much as practicable 	11 (Medium)
Environment	Noise and Vibration	Noise from works outside standard hours	<ul style="list-style-type: none"> Inadequate planning Not complying with the out of hours approval process and requirements 	<ul style="list-style-type: none"> Regulatory action (prosecution, pins). Contractual Breach Reputation Community complaints 	<ul style="list-style-type: none"> Out of Hours Works on delivery program Construction Noise and Vibration Management Sub-Plan (SMCSWLWC-SYC-1NL-PM-PLN-000032) OOHW Procedure (SMCSWLWC-SYC-1NL-EM-PRO-000807) OOHW Form (SM-17-00000115) approved before works Community Communications Strategy Notifications Induction included reference to obligations for management of OOHW Toolbox training on management of OOHW Suitably qualified environment representative in delivery team to assess and monitor 	4 (Low)
Environment	Noise and Vibration	Cumulative / daytime noise	<ul style="list-style-type: none"> Operation activities not allowing for respite periods Inadequate planning and consultation Not complying with the noise management requirements 	<ul style="list-style-type: none"> Community complaints Reputation 	<ul style="list-style-type: none"> Out of Hours Works on delivery program Construction Noise and Vibration Management Sub-Plan (SMCSWLWC-SYC-1NL-PM-PLN-000032) OOHW Procedure (SMCSWLWC-SYC-1NL-EM-PRO-000807) Induction included reference to obligations for management of noisy activities, standard working times and OOHW. 	12 (Medium)

Category	Aspect	Hazard / Activity	Cause	Consequence /Impact	Current Controls	Risk Score
					<ul style="list-style-type: none"> • Tool box training on management of noise and vibration • Suitably qualified environment representative in delivery team to assess and monitor • Community Communications Strategy 	
Environment	Soil and Water	Sediment run-off	<ul style="list-style-type: none"> • Inadequate sediment control • Not complying with ERSED plans 	<ul style="list-style-type: none"> • Pollution of water • Impact on aquatic ecology • Sedimentation of waterways • Regulatory action • Delay to program • Community impacts 	<ul style="list-style-type: none"> • Soil, Water and Groundwater Management Sub-Plan (SMCSWLWC-SYC-1NL-PM-PLN-000372) and associated Procedures • Site specific Erosion and Sediment Control Plans • Induction includes reference to obligations associated with management of spoil and water during construction • Toolbox training on management of ERSED and de-watering • Suitably qualified environment representative in delivery team • Specialist consultant for ERSED development and review as required 	13 (Medium)
Environment	Soil and Water	Chemical / hazardous materials storage and use, spills and leaks	<ul style="list-style-type: none"> • Unapproved use of materials on-site • Inappropriate use or storage • Inadequate storage and containment controls 	<ul style="list-style-type: none"> • Pollution of water • Fines/regulatory action • Contamination of soil 	<ul style="list-style-type: none"> • Construction Safety Management Plan • ERP/PIRMP • Site Environment Plans include designated storage areas, spill kits and stormwater drains/controls • Refuelling procedures • Tool box training substance storage and management, spill response • Induction references substance storage obligations • Spill Management Procedure (SMCSWLWC-SYC-1NL-EM-PRO-000387) • Soil, Water and Groundwater Management Sub-Plan (SMCSWLWC-SYC-1NL-PM-PLN-000372) includes 	11 (Medium)

Category	Aspect	Hazard / Activity	Cause	Consequence /Impact	Current Controls	Risk Score
					provisions for the storage/management of chemicals. <ul style="list-style-type: none"> Storage areas to be away from sensitive areas and bunded in accordance with standards MSDS and risk assessment prior to accepting all hazardous substances on site Correct labelling of containers Regular audit and inspection of storage areas and substances Reduce/eliminate the need for hazardous substances Secure all storage areas and sites after use/end of each day 	
Environment	Visual Amenity	Visual impacts	<ul style="list-style-type: none"> Not cordoning off the ancillary facility with fencing, shade cloth, etc in accordance with requirements Inadequate/improper lighting Poor housekeeping Stockpiles and laydown Inadequate visual screening Removal of vegetation 	<ul style="list-style-type: none"> Light pollution/spill Temporary structures/materials and equipment storage changing visual amenity Vandalised surfaces Graffiti 	<ul style="list-style-type: none"> Visual Amenity Management Sub-Plan (SCLW-SYC-1NL-PM-PLN-000376) Community Communications Strategy Induction includes reference to visual amenity requirements and housekeeping practices Toolbox training delivered includes management of visual amenity Correct direction and monitoring of temporary lighting Maintenance of screening treatments Regular inspections to check visual amenity controls 	12 (Medium)
Environment	Air Quality	Dust generation	<ul style="list-style-type: none"> Poor planning of operation activity in proximity to residential and commercial premises Not complying with the air quality requirements 	<ul style="list-style-type: none"> Community/business impacts Complaints Regulatory action Air pollution 	<ul style="list-style-type: none"> Air Quality Management Sub-Plan (SMCSWLWC-SYC-1NL-PM-PLN-000373) Air Quality and Dust Management Procedure (SMCSWLWC-SYC-1NL-EM-PRO-000392) Induction includes air quality management requirements 	12 (Medium)

Category	Aspect	Hazard / Activity	Cause	Consequence /Impact	Current Controls	Risk Score
			<ul style="list-style-type: none"> Working in windy conditions Not covering loads Delays in stabilisation of disturbed land 		<ul style="list-style-type: none"> Toolbox Training of workforce on management of air quality during operation Undertake regular inspections to ensure controls are maintained/effective 	
Environment	Air Quality	Exhaust emissions	<ul style="list-style-type: none"> Poor planning of construction activity Not complying with the air quality management requirements Inadequate plant management 	<ul style="list-style-type: none"> Community impacts Air pollution 	<ul style="list-style-type: none"> Air Quality Management Sub-Plan (SMCSWLWC-SYC-1NL-PM-PLN-000373) Induction includes air quality management requirements Toolbox Training of workforce on management of air quality during operation Well maintained plant/equipment, pre-start checks and servicing Non-compliant vehicles, plant etc removed from site/repared Verification checks as required 	12 (Medium)
Environment	Waste	Incorrect disposal of waste	<ul style="list-style-type: none"> Poor planning of operation activity Not following waste management requirements 	<ul style="list-style-type: none"> Regulatory action (prosecution, PINs) Soil and water pollution Contamination of other waste streams 	<ul style="list-style-type: none"> Waste, Recycling and Spoil Management Sub-Plan (SMCSWLWC-SYC-1NL-PM-PLN-000374) Waste Management and Recycling Procedure (SMCSWLWC-SYC-1NL-EM-PRO-000399) Spoil Classification Reuse and Recycling Procedure (SMCSWLWC-SYC-1NL-EM-PRO-000461) Induction includes waste management requirements Toolbox training of workforce on waste management 	11 (Medium)

Appendix D: Construction Vehicle Haulage Route






**Appendix E: Briefing Note – Hill Street, Roseville Ancillary Site
(supplementary to Northern Connection CTMP)**

Briefing Note – Hill Street, Roseville Ancillary Site (supplementary to Northern Connection CTMP)

Line-wide Works Contract Sydney Metro City & Southwest

Project number:	C600
Document number:	SMCSWLWC-SYC-RFT-TF-BRN-011087
Revision date:	8 March 2022
Revision:	B

Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Remarks
A	31 Jan 2022	Mong Sim	Mark Rountree	Phil Nott	For information
B	8 Mar 2022	Mong Sim	Mark Rountree	Phil Nott	Addressing comments
Signature:					

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Project Traffic Manager is responsible for updating this plan to reflect changes to legal and other requirements.

Amendments

Any revisions or amendments must be approved by the Project Director and/or client before being distributed/implemented.

Revision Details

Revision	Details
A	Issued to for stakeholder information.
B	Section 1.2 added to justify the proposed route. Turning paths added in the appendices.

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1. Summary – Hill St, Roseville Ancillary Site

1.1. Hill St (Rail corridor site) – as a temporary storage facility

This briefing note addresses the use of an existing rail corridor area gate (area) at Hill St, Roseville by Line-Wide as a temporary storage area. The site is located at Hill St between the rail corridor and Hill St, near the intersection of Victoria Street. This briefing note will form an Appendix to the Northern Connection CTMP.

The rail corridor site facility will be used for:

- an access point to get onto the rail corridor from the northern end of the railway tracks;
- a temporary storage of spoil material during rail possessions track work;
- a temporary storage for small items such as but not limited to conduits, fencing material etc.

Spoil generated from track work excavation are transported by rail on hi-rail trucks (trucks on rail axle) from the Northern Connection work area to this site to be stockpiled and for removal at a later date by road.

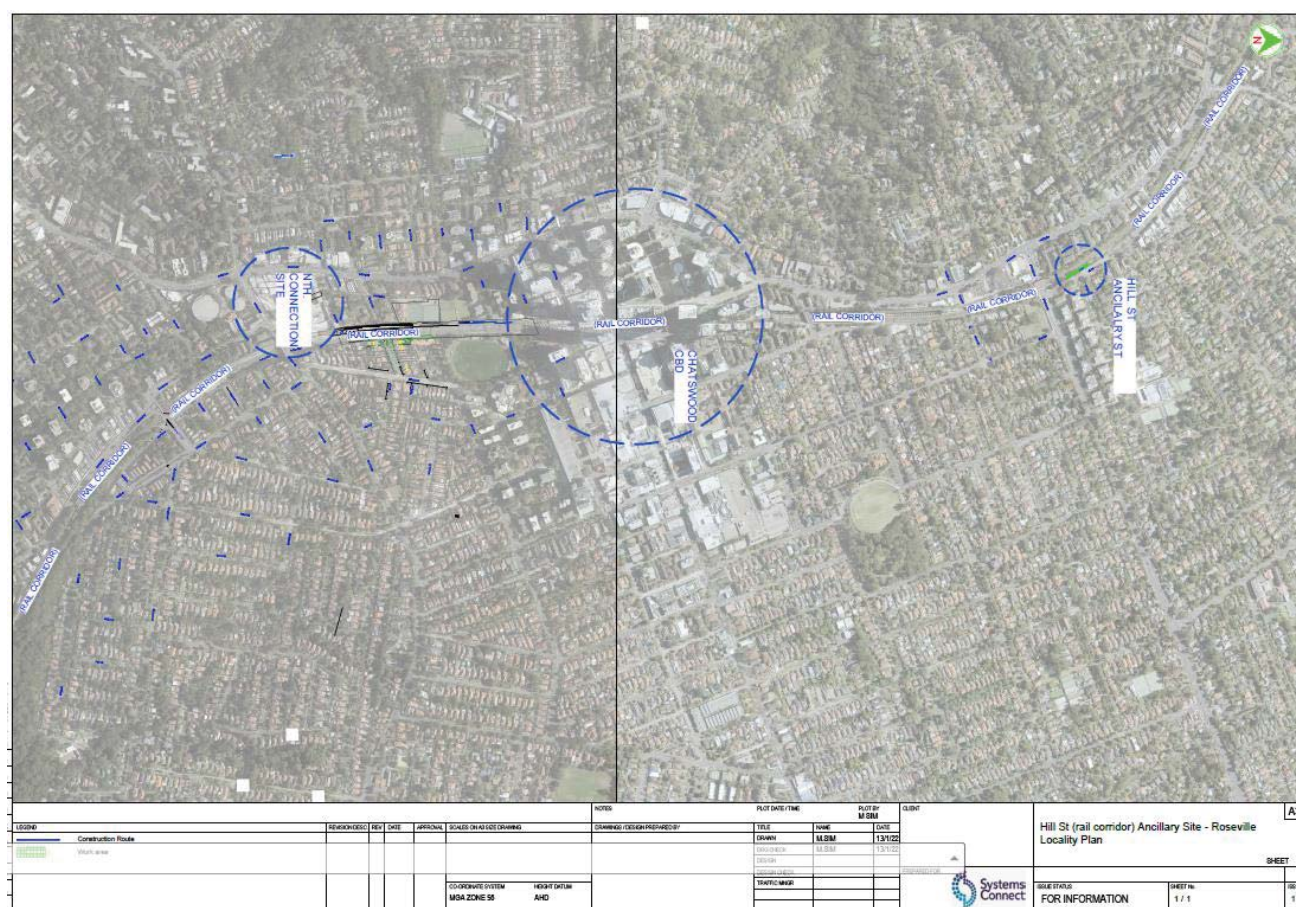


Figure 1 – Hill St rail corridor site locality map. Refer to Appendix A for the attachment.



Figure 2. Hill Street rail corridor site looking west from Hill Street into the site gate

Spoil movement trucks will be using Pacific Highway – Boundary Street – Penshurst Road – Mowbray Road into the site and exiting the site. Multiple tip sites will be used for the spoil disposal depending on sites' availability and other logistics. Spoils trucks (rigid truck only) could be heading to north, south or west of the site. At peak, up to 4 trucks per hour may enter the site to be loaded.

1.2. Route Justification

Two potential routes were available for accessing and egressing the the ancillary site from the Pacific Highway.

The most direct route to the site is via Archer Street and William Street to Pacific Highway. This route has the least physical footprint however was eliminated due to close proximity to residential area nearby. The alternative route via Penshurst Road and Mowbray Road was deemed more suitable and is therefore the chosen route for construction vehicles accessing this site.

Route #	via	Pro	Cons
1	Pacific Highway – Boundary Street – Hill St – to site. From site to Boundary Road – Archer Street – William Street – Pacific Highway.	Most direct route with least footprint.	Near residential area.
2	Pacific Highway – Boundary Street – Hill St – to site. From site to Boundary Road – Penshurst Road – Mowbray Road – Pacific Highway.	No impact to immediate local residential area.	Slightly a longer route (no impact).

Route #2 is the committed route.



Figure 4. General traffic control plan on the site (as required)

2. Traffic and Transport Management

2.1 Traffic Impact

Spoil trucks are not impacting the local traffic flow. Spoils volume and tip location distance will be used to calculate and determine the travel time for loading/unloading to overcome trucks overlapping/queuing within the site.

2.2 Business / Resident Access

There no direct businesses nor driveways on this site gate.

2.3 Bus Operations

There are bus stops along Hill Street near the site gate. Operating Monday to Friday 7am to 8pm and Saturday 9am to 6pm. These bus zones are not impacted during work as the site entry is not with the bus zones.

2.4 Emergency Services

Emergency services are not impacted.

2.5 Pedestrians

Pedestrian could still be using the footpath. No impact.

2.6 Parking

Parking is not impacted as there is no requirement to takeout any parking space to during any work. Parked cars not hindering any trucks entry to the site.

2.7 Cyclist

No impact.

3. Stakeholder Key Contacts

Systems Connect and key stakeholders contacts below for the overall integration of the CTMP.

Name	Role	Contact Details
Carl Mella	Transport for NSW – Integration Leader	0429 505 970
Jake Coles	Customer Journey Planning - Operations Manager – CBD	0466 454 819
Stephen Brown	Customer Journey Planning - Precinct Project Manager	0457 809 028
Garry Hitchcox	Senior Manager Transport Planning Advisory	0466 492 831
Gordon Farrelly	Willoughby City Council – Traffic & Transport Team Leader	9936 8243
Maria Rioli	Ku-ring-gai Council – Public Domain Coordinator	9424 0615
Mathew Billings	Systems Connect – Environment & Sustainability	0428 781 599
Phill Nott	Systems Connect – Area Manager	0407 619 166
John Takos	Systems Connect – Safety Manager	0418 285 373
Svetlana Paunovic	Systems Connect – Community Manager	0438 540 245
John McKosker	Systems Connect – Superintendent	0409 803 110
Mark Rountree	Systems Connect – Sr. Project Engineer	0409 426 102
Mong Sim	Systems Connect – Traffic Engineer	0448 378 883

4. Communications and Community Strategy

Systems Connect will meet the reasonable needs and desires of the community for information on any changed traffic conditions, cyclist and pedestrian impacts and property access arrangement. Systems Connect will ensure that the public and other key stakeholders are informed of planned traffic arrangements, including any activities which may result in delays.

Communications, consultation and the dissemination of information associated with traffic and access will be undertaken as outlined in this section.

The aim of consultation and broad communication on traffic and access matters is to:

- Facilitate community and stakeholder feedback regarding any potential traffic issues
- Recommend alternative and appropriate travel patterns during periods of change
- Manage traffic impacts to protect affected residential and business amenity
- Provide timely, accurate and comprehensive traffic information using all available media to inform road users and the community of the project's traffic impact mitigation measures.

Ongoing consultation with stakeholders will ensure that effective traffic management measures are developed and implemented to minimise disruption and inconvenience.

Systems Connect will coordinate engagement with Sydney Metro and the members of the Traffic and Transport Liaison Group (TTLG) to enable the local community and other stakeholders to receive timely and accurate information associated traffic and transport issues.

Tool	Purpose	Frequency
Letterbox notifications	Notification letters to inform local residents and businesses potentially affected by planned traffic changes	5 business days prior to changes
Community emails	To inform and update the community of project progress, milestones, activities planned for the following month, current and upcoming traffic changes	As required
Community information line	Information to the project details with message service via an 1800 number	As required

Tool	Purpose	Frequency
TfNSW Sydney Metro website	Systems Connect will provide information in electronic format suitable to be uploaded onto the TfNSW Sydney Metro website, including copies of advertisements, traffic alerts, notification letters and other public material related to the works	As required
Systems Connect website	Information about the northern dive building site construction activities will be placed on the Systems Connect website including information about traffic changes, and executive summaries of publicly available reports relating to the project activities.	As required

The table above provides a guide to inform the community of changes to road and traffic conditions. It also provides a summary of the purpose and frequency of each method of communication.

PART C – Appendices

Appendix A. Site Map