

## Pre-Construction Minor Works Approval Form

Minor Works are defined as any low impact activities that are undertaken prior to the commencement of 'construction' as defined in the project's applicable planning approval. However if Minor Works affect or potentially affect heritage items, threatened species, populations or endangered ecological communities, these works are defined as 'construction' unless otherwise determined by the applicable planning authority.

Minor Works approvals do not remove any obligation to comply with the project's applicable planning approval conditions (including requirements prior to 'any works' commencing) or obtain any other applicable permits, licenses or approvals as necessary.

This application and all supporting information must be submitted to TfNSW/the Environmental Representative as one (1) PDF file at least 10 business days prior to the commencement of the proposed Minor Works.

Part 1: Application	
<b>Contractor:</b>	John Holland & Laing O'Rourke joint venture (JHLOR)
<b>Project:</b>	Sydenham Station and Junction
<b>Application Title:</b> (e.g. Smith St trenching works)	Service Relocations - CSR Site wide
<b>Application Number:</b>	SSJ-PCMW-006 Document number: SMCSWSSJ-JHL-WSS-EM-REC-000002
<b>Application Date:</b>	Rev01 - 6/07/2018 Rev02 12/07/2018
<b>Planning Approval:</b>	Sydney Metro City and Southwest – Chatswood to Sydenham - Environmental Impact Statement Sydney Metro City and Southwest - Environmental Impact Statement – Sydenham Station and Sydney Metro Trains Facility South Modification Report (MOD 4) Sydney Metro City and Southwest - Environmental Impact Statement – Sydenham Station and Sydney Metro Trains Facility South Modification Submissions Report Sydney Metro City and Southwest Infrastructure Approval SSI 7400 (as modified)
<b>Minor Works Categories:</b> <ul style="list-style-type: none"> <li>Highlight as applicable.</li> <li>If Items 4, 8 or 11 are applicable, this form must be endorsed by an Environmental Representative.</li> </ul>	<ol style="list-style-type: none"> <li>Survey, survey facilitation and investigations works (including road and building dilapidation survey works, drilling and excavation).</li> <li>Treatment of contaminated sites.</li> <li>Establishment of ancillary facilities (excluding demolition), including construction of ancillary facility access roads and providing facility utilities.</li> <li>Operation of ancillary facilities that have minimal impact on the environment and community.</li> <li>Minor clearing and relocation of vegetation (including native).</li> <li>Installation of mitigation measures, including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments.</li> <li>Property acquisition adjustment works, including installation of property fencing and utility relocation and adjustments to properties.</li> <li><b>Utility relocation and connections.</b></li> <li>Maintenance of existing buildings and structures.</li> <li>Archaeological testing under the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW, 2010) or archaeological monitoring undertaken in association with other Minor Works to ensure there is no impact on heritage items.</li> <li>Any other activities that have minimal environmental impact, including construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access.</li> </ol>

**Planning Authority Determination:**

Will the proposed works affect or have the potential to affect heritage items, threatened species, populations or endangered ecological communities?

*If 'Yes', this completed form must be endorsed by an Environmental Representative, approved by TfNSW and submitted to the applicable planning authority to determine that the works are not defined as 'construction'.*

No – in accordance with the information presented within the EIS and Modification Report there will be no impacts associated with the works that will affect heritage items, threatened species, populations or endangered ecological communities.

An addendum Historical Archaeological Research Design (ARD) for the Sydenham Station and Sydney Metro Trains Facility South (the project as modified) was completed by Artefact (January, 2018). The report concluded that an Unexpected Finds Procedure would be sufficient for managing works within the project area. JHLOR will implement the *Sydney Metro Unexpected Finds Procedure v1.4*.

**Part 2: Details**
**Describe the proposed Minor Works:**

Including work methodologies, site location(s) and site description(s) (e.g. landscape type, waterways, etc.).

**Site Description Overview**

This overview is based on information from the EIS, Modification Report and Modification Submissions Report.

The site is a typical rail site with track, rail and ballast extending from Bedwin Road Bridge at the city end and branching out past Sydenham Station towards Tempe Station on the T4 line, Marrickville Station on the T3 line and the XPT Maintenance Facility.

There are a number of buildings and structures on the site including the State Heritage listed Sydenham Station and the Sydenham Pit and Pump Station. Other buildings and structures include the XPT Maintenance Facility, the Geotechnical Site Office and the Sydenham Signal Control Centre.

Vegetation on the site includes grasses, shrubs, weeds and planted street trees.

The site includes the Sydenham Pit, which receives water from the local Marrickville catchment. A concrete channel, known as the "Eastern Channel", runs through the site from north to south and discharges stormwater from the wider catchment and the Sydenham Pit to the Cooks River. There is a number of drainage pits located throughout the site, including a number of pits located within the track.

The area is surrounded by a mixture of industrial/commercial properties and residential properties. There are no major arterial roads in the vicinity of the project.

**Description of Works**

A number of activities will be under as part of the works. The location of each activity can be seen within Appendix 1. The activities to be undertaken include;

**1. Combined Service Route**

Combined Service Route (CSR) will be installed as part of the utility relocation works in preparation for the construction phase. This includes the installation of Galvanised Steel Troughing, buried service route, the installation of conduits and pits, protection slab installation, and backfilling with stabilised sand.

Some Galvanised Steel Troughing (GST) will also be installed as part of this work. This involves the excavation of post holes, concreting of posts (using hand mixed concrete) and the installation of troughing.

Plant and equipment used as part of this activity includes:

- Excavator
- Bogie
- 2t tipper
- Concrete truck
- Wacker-packer
- Vacuum truck
- Various Hand tools

The CSR will be installed both during standard construction hours.

**General Notes:**

All plant would access site via existing Sydney Trains access gates.

Any work to occur out-side of normal construction hours, would be subject to approval of an OOHW Application. It is noted that OOHW approvals are subject to risk determination by the AA. High risk works need to be approved by DPE. There are no OOHW anticipated. Note that these activities are subject to change based on

	construction progress. The above list does not include activities approved under any other MWA.
<b>Planned Commencement Date:</b>	16 <sup>th</sup> July 2018 (target date pending approval of this MWA). The works will have a duration of 6 weeks, pending construction progress.
<b>Local Sensitivities:</b> Describe the presence (if any) of local sensitive environmental areas and community receptors	<ul style="list-style-type: none"> <li>The Fraser Park Football Club is situated adjacent to these works. The works will occur during standard construction hours during the week, when the area is not in heavy use. As such there will be minimal impact to users of the park.</li> <li>Staff within the Sydenham Equipment Centre will be informed of the works. The nature of the works is consistent with the rail corridor setting, therefore the impacts are considered negligible.</li> <li>There are no other sensitive receivers or community receptors within the vicinity of the works.</li> <li>Heritage – there are a number of heritage structures within the project footprint including Sydenham Station and the Sydenham Pit and Pump Station (State Heritage Register) and The Marrickville (Meek's Road) Railway Sub-station (S170 Register), and in the area surrounding the project footprint, including Sydney Water Pump Station 271. These works will not impact these structures or areas at all. For all works that include excavation works, JHLOR will operate under the Sydney Metro Unexpected Heritage Finds Procedure. Workers will be instructed to stop works in any instance where a suspected item of Aboriginal or non-Aboriginal heritage is uncovered. Workers are to report any finds immediately to the Environmental Manager.</li> </ul> <p>There are no planned works within the curtilage of any registered heritage building or item.</p>
<b>Part 3: Environmental Risk Assessment and Management</b>	
Prepare an Environmental Risk Assessment (in accordance with the <i>Sydney Metro Risk Management Standard</i> ) and an Environmental Control Map for the proposed Minor Works and attach as Appendix 1.	
If an Environmental Risk Assessment and/or an Environmental Control Map for the proposed Minor Works is/are already contained in existing documentation, attach the relevant section(s) as Appendix 1.	
<b>Documentation:</b> List any existing documents (including those referenced above) that the proposed Minor Works will be undertaken in accordance with and attach as Appendix 2 (e.g. plans, procedures, procedures, etc.).	<p>An Environmental Risk Assessment and an ECM for the Works is included within Appendix 1.</p> <p>Unexpected finds procedures for contamination and items or deposits with heritage significance, and the ARD are included in Appendix 2.</p>

**Part 4: Workforce Notification**

<b>How will the environmental and community risks and associated mitigation measures of the proposed Minor Works be communicated to the contractor's workforce?</b>	<p>A site induction will be provided to all personnel working on the project site. The induction will include relevant environmental aspects and risks associated with works on the project site.</p> <p>Works will be undertaken in accordance with a SWMS or JSEA (depending on whether the works meets the definition of High Risk Construction Works in accordance with Clause 291 WHS Regulation). SWMS will be reviewed by the JHLOR Environmental Manager.</p>
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**Part 5: Community Consultation**

<b>What community consultation has been undertaken already?</b>	CSR works are included within the July monthly notification.
<b>What community consultation is planned to be undertaken?</b>	No further consultation is required.
If drafted already, attach applicable Community Notification as Appendix 3.	

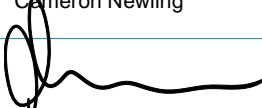
**Part 6: Contact Details**

Nominate contractor's project manager, environmental and communications contact(s).

<b>Name:</b>	Neil Ivison	<b>Position:</b>	Project Director	<b>Phone:</b>	0458 288 625
	Cameron Newling		Environmental Manager		0419 727 445
	Sanjin Muhic		Stakeholder and Community Relations Manager		0447 186 803

**Part 7: Signature**

This signature acknowledges that the proposed Minor Works will be undertaken in accordance with this application, have minimal environmental impact and are not defined as 'construction' in accordance with the applicable planning approval.

<b>Name:</b>	Cameron Newling			
<b>Signature:</b>			<b>Date:</b>	12/07/2018

## Determination Page

### (TfNSW/Environmental Representative Use Only)

#### 12. Endorsement/Approval

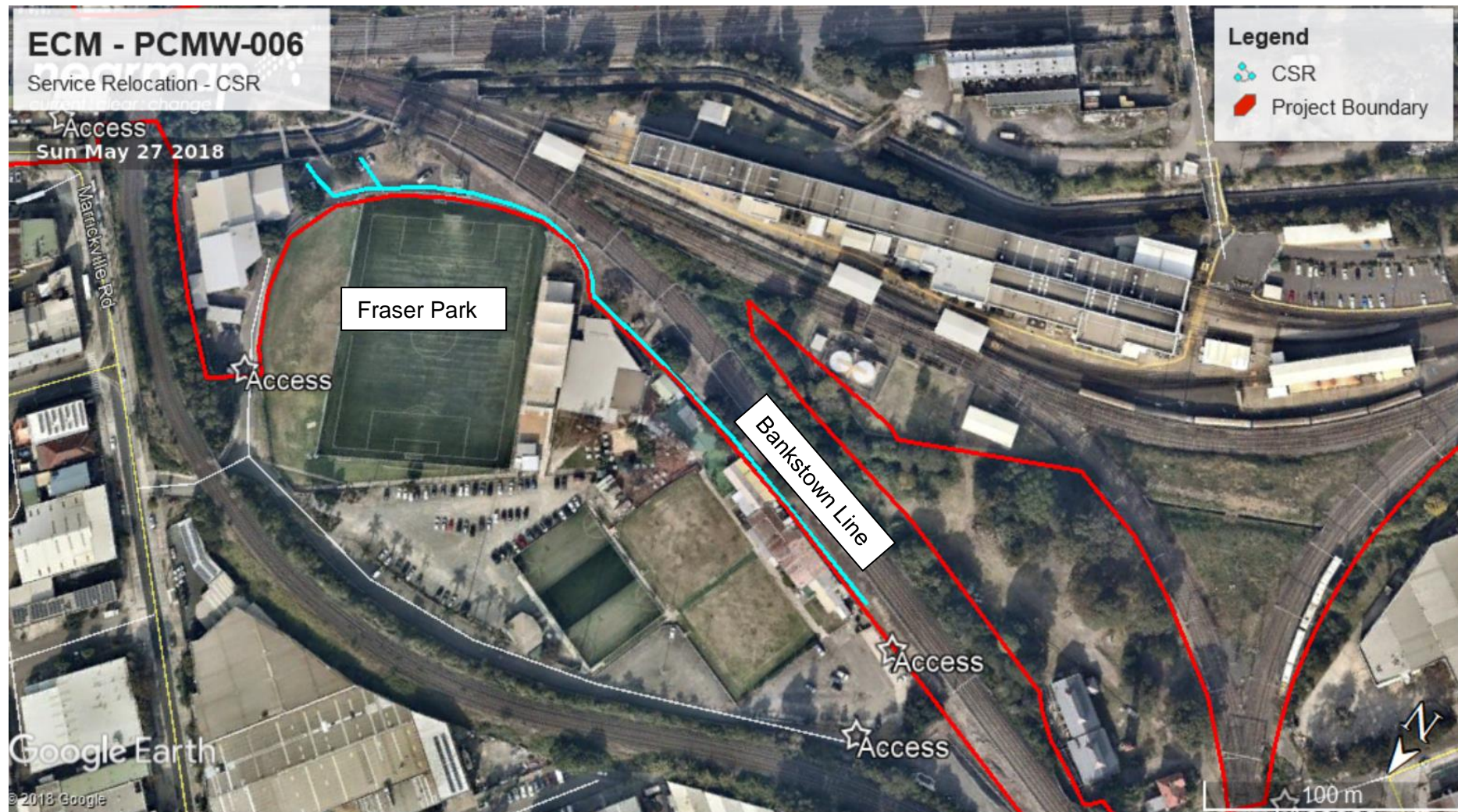
These signatures represent formal endorsement/approval for the proposed Minor Works to commence in accordance with this application and the applicable planning approval requirements (subject to any determination from the applicable planning authority as may be required by the planning approval conditions).

	TfNSW Principal Manager, Communication & Engagement – Endorsement (required for all applications)	TfNSW Principal Manager, Sustainability, Environment & Planning – Approval (required for all applications)	Environmental Representative – Endorsement (required as necessary in accordance with the applicable planning approval, optional for all other circumstances)
<b>Signature:</b>			
<b>Name:</b>			
<b>Date:</b>			
<b>Comments:</b>			<i>Supporting letter attached as Appendix 4 if necessary.</i>
<b>Conditions:</b>			<i>Supporting letter attached as Appendix 4 if necessary.</i>
<input type="checkbox"/>	Approved (by TfNSW)		
<input type="checkbox"/>	Endorsed (by Environmental Representative)		
<input type="checkbox"/>	Rejected		

## Appendix 1: Cover Page

Work area, Environmental Risk Assessment and Environmental Control Map.





## Risk Assessment

This Risk Assessment has been undertaken in accordance with the requirements of *Sydney Metro Risk Management Standard*.

Note; **C** = Consequence & **L** = Likelihood as per *Sydney Metro Risk Management Standard – Appendix A Sydney Metro Risk Matrix*

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating		
		C X	L =	Risk		C X	L =	Risk
Combine Service Route								
Noise from plant	Noise from plant impacting on sensitive receivers	C5	L4	Low	Induction to include noise mitigation and “good neighbour” approach.  Plant to be positioned so that the noisier part of the rig points away from sensitive receivers, where possible  Follow the appropriate approvals process and submit Out of Hours Work applications for Acoustic Advisor endorsement and Environmental Representative approval. Mitigation measures to be implemented in accordance with the Construction Noise Strategy.	C5	L6	Low
Water	Discharge of water from CSR excavations	C4	L4	Med	Induction to include information on water discharge practices and hold point for Environmental Manager testing and sign-off  Undertake testing in accordance with Sydney Metro Water Reuse and Discharge Guidelines	C4	L5	Low
Erosion and Sediment Control	Sediment laden runoff from stockpiled materials	C4	L4	Med	Induction to include ERSED protection measures  Produce an ESCP for stockpile management – cover stockpiles where practicable	C4	L5	Low



Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating		
		C X	L =	Risk		C X	L =	Risk
Items of heritage significance uncovered during works	Damage to heritage items or archaeological deposits	C3	L5	Med	<p>Induction to include heritage management requirements.</p> <p>No works to occur within the heritage curtilage of Sydenham Station and Sydenham Pit.</p> <p>Implement unexpected finds procedure as per the ARD</p>	C3	L6	Low
Waste	<p>Incorrect disposal of spoil waste</p> <p>Acid Sulphate Soils</p> <p>Contamination</p>	C3	L5	Med	<p>Induction to include waste management practices</p> <p>Waste to be tested in accordance with the Waste Classification Guidelines (NSW EPA, 2014) prior to disposal</p> <p>The waste must be lawfully transported and disposed of to a licenced facility.</p> <p>Exposed Potential Acid Sulphate Soil within the excavations will be kept wet during the works. The excavations will be backfilled immediately to prevent any Potential Acid Sulphate Soils from oxidising.</p> <p>An occupational hygienist is to be on call to advice on management of any contaminated material (advice based on contamination type).</p> <p>Concrete washout will occur with a concrete washout bay.</p>	C3	L6	Low
Air Quality	Dust generation during excavation and stockpiling	C4	L4	Med	<p>Induction to include air quality management practices</p> <p>Water cart or water trailer to be present to wet down material</p> <p>Monitor conditions and cease work where dusty conditions are observed</p>	C4	L5	Low

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating		
		C X	L =	Risk		C X	L =	Risk
Services	Service strike leading to environmental discharges	C4	L4	Med	Engineers and workers to establish locations of any services by Dial Before You Dig, Survey and Non Destructive Digging  An Excavation Permit detailing service locations is to be reviewed and signed by all workers undertaking excavation works	C4	L5	Low

## Appendix A: Sydney Metro Risk Matrix

### A1 Consequence Table

Consequence Table						
Rating	C6	C5	C4	C3	C2	C1
Descriptor/ Impact Area	Insignificant	Minor	Moderate	Major	Severe	Catastrophic
<b>Health and Safety (Injury and Disease)</b>	Illness, first aid or injury not requiring medical treatment.	Illness or minor injuries requiring medical treatment.	Single recoverable lost time injury or illness, alternate/restricted duties injury, or short-term occupational illness.	1-10 major injuries requiring hospitalisation and numerous days lost, or medium-term occupational illness.	Single fatality and/or 10-20 major injuries/permanent disabilities/chronic diseases.	Multiple fatalities and/or >20 major injuries/permanent disabilities/chronic diseases.
<b>Environment</b>	No appreciable changes to environment and/or highly localised event.	Change from normal conditions within environmental regulatory limits and environmental effects are within site boundaries.	Short-term and/or well-contained environmental effects. Minor remedial actions probably required.	Impacts external ecosystem and considerable remediation is required.	Long-term environmental impairment in neighbouring or valued ecosystems. Extensive remediation required.	Irreversible large-scale environmental impact with loss of valued ecosystems.
<b>Customer Experience/ Operational Reliability</b>	Short duration disruptions affecting part of one transport mode.	Minor disruptions affecting several parts of one transport mode.	Serious disruptions affecting operation of one complete transport mode.	Major disruptions affecting operations of one transport mode with network-wide effects on one or more other modes of transport.	Short duration shutdowns or substantial disruptions affecting multiple transport modes with sector-wide cascading effects.	Extensive shutdowns or extended disruptions with economy-wide effects.
<b>Government/ Stakeholder / Public Trust/ Confidence</b>	Negative article in local media. No discernible reaction/apprehension. Goodwill, confidence and trust retained.	Unease – Series of negative articles in local/state media. Confidence remains with some minor loss of goodwill or trust. Recoverable with little effort or cost. Some continuing scrutiny/attention.	Disappointment – Extended negative local/state media coverage. Confidence and trust dented but are quickly recoverable at modest cost within existing budget and resources.	Concern – Short-term negative state/national media coverage. Confidence and trust are diminished but are recoverable with time, staff effort and additional funding.	Displeasure – Extended negative state/national media coverage. Confidence and trust are damaged but are recoverable at considerable cost, time and staff effort.	Outrage – Material change in the public perception of the organisation. Confidence and trust are severely damaged, possibly irreparably, and full recovery both questionable and costly.
<b>Regulatory or Legal Breach</b>	Low-level non-compliance with legal and/or regulatory requirement or duty by individuals or TNSW.	Minor non-compliance with legal and/or regulatory requirement or duty. Investigation and/or report to authority.	Moderate non-compliance. Subject to comment and monitoring from applicable regulator. Small fine and no disruption to services.	Major breach resulting in enforcement action and/or prohibition notices. Substantial fine and no disruption to services.	Substantial breach resulting in prosecution, fines and/or litigation. Licence or accreditation restricted or conditional affecting ability to operate.	Prosecution leading to imprisonment of TNSW executive. Loss of operating licence.
<b>Management Effort/ Organisational Fatigue</b>	An event, the impact of which can be absorbed as part of normal activity.	An event, the impact of which can be absorbed but some additional management effort is required.	An event, the impact of which can be absorbed but much broader management effort is required.	Major event which can be absorbed, but substantial management effort is required.	Severe event which requires extensive management effort but can be survived.	Catastrophic event with the clear potential to lead to the collapse of the organisation.
<b>Benefit Realisation of Initiative, Program or Project</b>	No time delay with initiative or project but it will incur a slight decrease in the benefits realised.	Minor delay with the initiative and/or a minor decrease in the benefits realised, or minor delay on the project or another project, with no public implications.	Several delays with the initiative and/or moderate decrease in benefits realised, or completion date missed for non-critical path project.	Major delays with the initiative and/or major decrease in benefits realised; or publicly announced portion/milestone missed or final completion date missed with demonstrable mitigating external circumstances.	Severe delays with initiative, which impacts across divisions and/or significant decrease in benefits realised; or publicly announced portion/milestone missed or final completion date missed on critical path project.	Failure to realise benefits of the initiative which adversely affects the enterprise-wide operations of TNSW; or publicly announced portion/ milestone significantly missed or final completion date significantly missed on critical path project.
<b>Budget, Costs or Revenue</b>	< \$100k	\$100k – \$1m	\$1m – \$10m	\$10m – \$50m	\$50m – \$100m	> \$100m

## A2 Likelihood Criteria

Likelihood						
Rating	L6	L5	L4	L3	L2	L1
Description/ Definition	Almost Unprecedented	Very Unlikely	Unlikely	Likely	Very Likely	Almost Certain
Qualitative Expectation	Not expected to ever occur during time of activity or project	Not expected to occur during the time of activity or project	More likely not to occur than occur during time of activity or project	More likely to occur than not occur during time of activity or project	Expected to occur occasionally during time of activity or project	Expected to occur frequently during time of activity or project
Sydney Metro Probability Analysis	<10%	10-25%	25-50%	50-75%	75-90%	>90%
Quantitative Frequency	Less than once every 100 years	Once every 10 to 100 years	Once every 1 to 10 years	Once each year	1-10 times every year	10 times or more every year

## A3 Risk Matrix

Risk Rating A – Very High B – High C – Medium D – Low			Consequence					
			Insignificant	Minor	Moderate	Major	Severe	Catastrophic
			C6	C5	C4	C3	C2	C1
Likelihood	Almost certain	L1	C	B	B	A	A	A
	Likely	L2	C	C	B	B	A	A
	Possible	L3	D	C	C	B	B	A
	Unlikely	L4	D	D	C	C	B	B
	Rare	L5	D	D	D	C	C	B
	Almost unprecedented	L6	D	D	D	D	C	C

## Appendix 2: Cover Page

Environmental Management Documentation.



## Appendix 3: Cover Page

Community Notification.

## NOTIFICATION – SYDENHAM METRO UPGRADE | JULY 2018

## Sydney Metro is Australia's biggest public transport project.

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

In 2024, Sydney Metro will have 31 stations on a new 66km rail system – the biggest urban rail project in Australian history. Sydney Metro will have ultimate capacity for a train every two minutes in each direction under the CBD.

John Holland Pty Ltd and Laing O'Rourke Australia Construction Pty Ltd has been awarded the contract for major railway work at Sydenham as part of Sydney Metro, including the upgrade of Sydenham Station.

### Upcoming work

Early work to upgrade Sydenham Station to metro standards is underway. Work to locate and inspect existing services around Sydenham Station will continue from **Monday 2 July 2018 to Saturday 4 August 2018**.

#### Work will include:

- site set up and installation of a dedicated rail corridor access road via Fraser Park - this work will require the use of excavators, concrete trucks, vacuum suction trucks, an asphalt paver and a compactor while street sweepers will be used to clean access points and watercarts to suppress dust
- vegetation clearing inside the rail corridor to make way for construction work
- installation of a combined services route within the rail corridor
- temporary removal of seven parking spaces on Garden Street and at the Sydenham Road intersection with Railway Parade - to minimise impact on commuters, parking changes will be carried out outside peak hours, between 9am and 5pm.

#### Standard work hours

Standard working hours are Monday to Friday, 7am–6pm and Saturday, 8am–1pm.

#### Out of hours work

For safety reasons, work will also be carried out during a scheduled rail shutdown weekend from 6am Saturday 28 July to 11pm Sunday 29 July 2018 when trains are not running.

Additional activities during this weekend will include installation, testing and commissioning of signalling equipment using hand and power tools. The main access to the rail corridor will be via the existing Tillman Park rail access gate.

#### What to expect:

- traffic control and signage will be in place for the safety of workers and the community
- access to buildings and driveways will be maintained at all times
- minor increase in traffic movements around the local area.

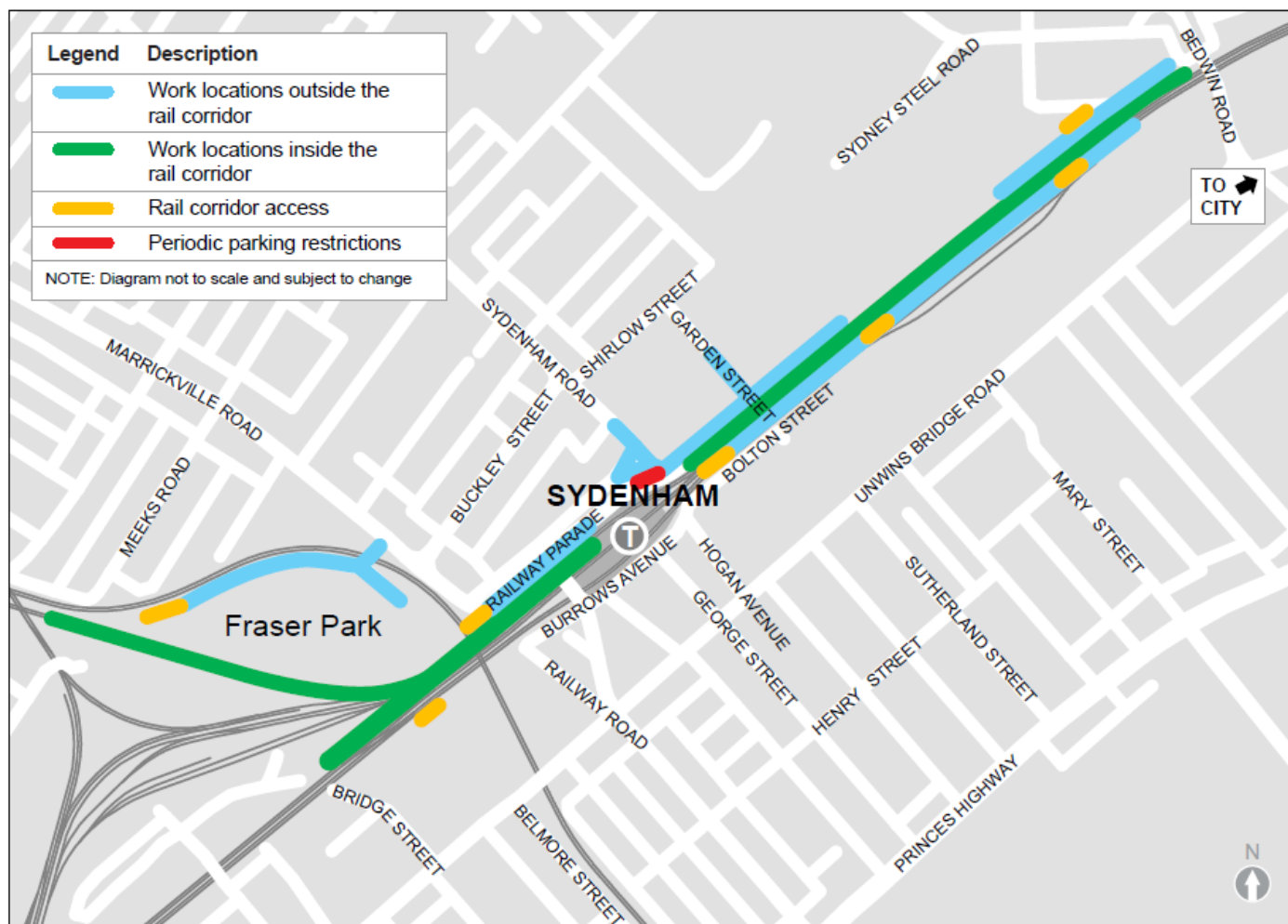
Some of this work will be noisy and various environmental measures are in place to mitigate impacts including limiting noise impacts by switching plant off when not in use and using plant fitted with non-total reversing beepers. Lighting towers will be used to provide safe levels of lighting during night work and watercarts will be used to suppress dust.

Please note, all work activities are dependent on weather and site conditions.

**Thank you for your cooperation while we complete this essential work.**

If you have any questions please contact Andie Pitsiari on **1800 171 386** (24 hour community information line) or [sydenhammetro@transport.nsw.gov.au](mailto:sydenhammetro@transport.nsw.gov.au).

## Sydenham Station construction areas



## Appendix 4: Cover Page

Environmental Representative Supporting Letter.