Ancillary Facility Management Plan – Fraser Park

SMCSWSSJ-JHL-WSS-EM-PLN-000526

Document and Revision History

Document Details	
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Revisions

Revision	Date	Description	Prepared by	Reviewed by
0	28 March 2018	Issued for Review	Cameron Newling	Neil Ivison
1	18 May 2018	Update to address comments from Sydney Metro and the ER	Cameron Newling	Neil Ivison
2	14th August 2018	Update to address comments from the DP&E	Cameron Newling	Neil Ivison
3	30th August, 2018	Update to address comments from the DP&E	Cameron Newling	Neil Ivison
4	5th April, 2019	Periodic Review	Cameron Newling	Neil Ivison
5	28th January, 2020	Periodic Review	Cameron Newling	Malachy Breslin
6	15th February, 2021	Periodic Review	Ryan Dunne	Malachy Breslin

Management reviews

Review date	Details	Reviewed by

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Table 1 - Compliance Table – Conditions of Approval

CoA	Obligation	Document Reference
A9	Where the terms of this approval require consultation with identified parties, details of the consultation undertaken, matters raised by the parties, and how the matters were considered must accompany the strategies, plans, programs, Partial reviews, audits, protocols and the like submitted to the Secretary.	Stakeholders to be consulted as per CoA A17. Refer to section 1.4 and Appendix C.
A16 (a)	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	The facility would not meet the exempt development or complying development criteria.
A16(b)	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 AF would be constructed within 50m of the eastern canal, however it is not expected to be impacted. See Section 5.5.1
	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 facility is located directly adjacent to the rail corridor as part of the approved project. See Section 3
	iii. with ready access to a road network	The proposed facility is located within Fraser Park which is directly adjacent to already approved haul routes to access the rail corridor. See Section 5.8
	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;	The proposed facility is within Fraser Park which is directly adjacent to already approved haul routes to access the rail corridor. See Section 5.8
	v. on level land;	The land to be used is level. Water flows would be indicated on ESCPs.
	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 and INP. The project will utilise mitigation measures at all times as specific in the project CNVMP. Refer to Section 5.9
	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 is proposed to be removed. If required, approval will be sought from the ER.

CoA	Obligation	Document Reference
	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 impacts are expected and no archaeological items have been identified in the proposed area. See Section 5.12
	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;	Consultation has occurred with the Portuguese Club who are the current landowners and have agreed to lease the land required for the facility. Consultation will be ongoing during works to ensure there will be minimal impacts to the current users of Fraser Park. The AF will not unreasonably interfere with the lawful uses of Fraser Park.
	x. to enable operation of the ancillary facility during flood events and to avoid or minimize, to the greatest extent practicable, adverse flood impacts on the surrounding environment and other properties and infrastructure; and	The proposed facility is not expected to cause any flooding impacts. It is downstream of the flood control structure of the Sydenham Pit. A flood modelling report has been prepared prior to the commencement of works to manage potential flooding impacts. See Section 5.5
	xi. so as to have sufficient area for the storage of raw materials to minimise, to the greatest extent practicable, the number of deliveries required outside standard construction hours	Laydown has been allowed for at the northern portion of the compound. However, the main objective of the compound is to provide amenities for workers. Other already approved areas at 11 Sydenham Road, and the Meeks Road area would provide sufficient capacity for storage and deliveries to minimise out of hours deliveries. See Section 5.1

CoA	Obligation	Document Reference
A17	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 EPA and the relevant council(s) and submitted to the Secretary for approval one month before installation of the relevant ancillary facilities. The Ancillary Facilities Management Plan must detail the management of the ancillary facilities and include: (a) a description of activities to be undertaken during construction (including scheduling of construction);	This AFMP outlies the environmental management practices and procedures to be implemented for the establishment and operation of a number of ancillary facilities. Consultation with the NSW EPA and Inner West Council has been undertaken during the development of this plan. Refer to Section 1.4 The scope of the works are included within Section 1.2 and 3.2 of this plan.
	(b) a program for ongoing analysis of the key environmental risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the CSSI; and	Refer to Section 4 and Section 5
	(c) details of how the activities described in subsection (a) of this condition will be carried out to; i. meet the performance outcomes stated in the EIS as amended by the documents listed in A1; and	See Appendix B
	ii. manage the risks identified in the risk analysis undertaken in subsection (b) of this condition.	Section 5 includes mitigation measures for the key environmental risks associated with the establishment and operation of the ancillary facility as detailed within this Plan.
A19	Boundary fencing that incorporates screening must be erected around all ancillary facilities that are adjacent to sensitive receivers for the duration of construction unless otherwise agreed with Relevant Council(s), and affected residents, business operators or landowners.	See Section 5.4
A20	Boundary screening required under Condition A19 of this approval must minimise visual, noise and air quality impacts on adjacent sensitive receivers.	See Section 5.4

CoA	Obligation	Document Reference
A24	From commencement of construction until completion of construction, the approved ER must: (a) receive and respond to communications from the Secretary in relation to the environmental performance of the CSSI; (b) consider and inform the Secretary on matters specified in the terms of this approval; (c) consider and recommend any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; (d) review all documents required to be prepared under the terms of this approval, ensure they address any requirements in or under this 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). For documents requiring specialist review and/or endorsement the ER is not required to endorse the specialist content; (e) regularly monitor the implementation of all documents required by the terms of this approval for implementation in accordance with what is stated in the document and the terms of this approval; (f) review the Proponent's notification of incidents accordance with Condition A41 of this approval; (g) as may be requested by the Secretary, help plan, attend or undertake Department audits of the CSSI, briefings, and site visits; (h) if conflict arises between the Proponent and the community in relation to the environmental performance of the CSSI, follow the procedure in the Community Communication Strategy approved under Condition B3 of this approval to attempt to resolve the conflict, and if it cannot be resolved, notify the Secretary; (i) review any draft consistency assessment that may be carried out by the Proponent, and provide advice on any additional mitigation measures required to minimise the impact of the work; (j) consider any minor amendments to be made to the CEMP, CEMP 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, CEMP 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; (k) assess the impacts of minor ancillary facilities as required by Condition A18 of this approval; and (l) 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.	Section 1.4 and 6

CoA	Obligation	Document Reference
A27	The approved AA must: (a)receive and respond to communication from the Secretary in relation to the performance of the CSSI in relation to noise and vibration; (b)consider and inform the Secretary on matters specified in the terms of this approval relating to noise and vibration; (c)consider and recommend, to the Proponent, improvements that may be made to work practices to avoid or minimise adverse noise and vibration impacts; (d)review all noise and vibration documents required to be prepared under the terms of this approval and, should they be consistent with the terms of this approval, 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). For documents requiring specialist review and/or endorsement the ER is not required to endorse the specialist content; (e)regularly monitor the implementation of all noise and vibration documents required to be prepared under the terms of this approval to ensure implementation is in accordance with what is stated in the document and the terms of this approval; (f) review the Proponent's notification of incidents in accordance with Condition A41 of this approval; (g)in conjunction with the ER, the AA must: I. Consider requests for out of hours construction activities and determine whether to endorse the proposed activities in accordance with Condition E47; ii.as may be requested by the Secretary or Complaints Commissioner, help plan, attend or undertake audits of noise and vibration management of the CSSI including briefings, and site visits; iii. if conflict arises between the Proponent and the community in relation to the noise and vibration performance during construction of the CSSI, follow the procedure in the Community Communication Strategy approved under Condition B3 of this approval to attempt to resolve the conflict, and if it cannot be resolved, notify the Secretary; 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; v. assess the noise impacts of minor ancillary facilities as required by Condition A18 of this approval; and vi. prepare and submit to the Secretary and other relevant regulatory agencies, for information, a monthly Noise and Vibration Report detailing the AAs actions and decisions on matters for which the AA was responsible in the preceding month (or other timeframe agreed with the Secretary). The Noise and Vibration Report must be submitted within seven (7) days following the end of each month for the duration of construction of the CSSI, or as otherwise agreed with the Secretary	Section 6
E36	Construction, except as allowed by Condition E48 (excluding cut and cover tunnelling), must only be undertaken during the following standard construction hours: (a) 7:00am to 6:00pm Mondays to Fridays, inclusive; (b) 8:00am to 1:00pm Saturdays; and (c) at no time on Sundays or public holidays.	Section 5.11

CoA	Obligation	Document Reference
E47	An Out of Hours Work Protocol for the assessment, management and approval of work outside of standard construction hours, as defined in Condition E36 of this approval, must be prepared in consultation with the EPA and submitted to the Secretary for approval before construction commences for works not subject to an EPL. The protocol must include: (a)the identification of low and high risk construction activities; (b)a risk assessment process in which the AA reviews all proposed out of hours activities and identifies their risk levels; (c)a process for the endorsement of out of hours activities by the AA and approval by the ER for construction activities deemed to be of: i.low environmental risk; or ii.high risk where all construction works cease by 9pm. All other high risk out of hours construction must be submitted to the Secretary for approval unless otherwise approved through an EPL. The protocol must detail standard assessment, mitigation and notification requirements for high and low risk out of hours works, and detail a standard protocol for referring applications to the Secretary.	Section 5.11
E65	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise any water pollution. When implementing such controls, any relevant guidance in the Managing Urban Stormwater Series must be considered.	Section 5.5.1
E80	The Proponent must minimise truck movements during peak periods within commercial centres. Peak periods are 7am to 10am and 4pm to 7pm Monday to Friday.	Section 5.8
E85	Heavy vehicle haulage must not use local roads unless no feasible alternatives are available.	Section 5.8
E99	The CSSI must be constructed in a manner that minimises visual impacts of construction sites, including, providing temporary landscaping where appropriate to soften views of the construction sites, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located	Section 5.4
E106	Waste generated during construction and operation is to be dealt with in accordance with the following priorities: (a) waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced; (b) where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered; and (c) where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed of.	Section 5.6

REMMS

CoA	Obligation	Document Reference
NV1	The Construction Noise and Vibration Strategy would be implemented with the aim of achieving the noise management levels, where feasible and reasonable. This would include the following example standard mitigation measures where feasible and reasonable: (1) Provision of noise barriers around each construction site (2) Provision of acoustic sheds at Chatswood dive site, Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and Marrickville dive site (3) The coincidence of noisy plant working simultaneously close together would be avoided (4) Offset distances between noisy plant and sensitive receivers would be increased (5) Residential grade mufflers would be fitted to all mobile plant (6) Dampened rock hammers would be used (7) Non-tonal reversing alarms would be fitted to all permanent mobile plant (8) High noise generating activities would be scheduled for less sensitive period considering the nearby receivers (9) The layout of construction sites would consider opportunities to shield receivers from noise. This would also include carrying out the requirements in relation to construction noise and vibration monitoring.	Section 5.9
LV1	Where feasible and reasonable, the elements within construction sites would be located to minimise visual impacts, for example materials and machinery would be stored behind fencing.	Section 5.4
LV2	Existing trees to be retained would be protected prior to the commencement of construction in accordance with Australian Standard AS4970 the Australian Standard for Protection of Trees on Development Sites and Adjoining Properties.	No trees would be impacted.
LV3	Lighting of construction sites would be oriented to minimise glare and light spill impact on adjacent receivers.	Section 5.4
LV4	Visual mitigation would be implemented as soon as feasible and reasonable after the commencement of construction, and remain for the duration of the construction period.	Section 5.4
T5	The community would be notified in advance of proposed road and pedestrian network changes through media channels and other appropriate forms of community liaison.	Section 5.17
T6	Vehicle access to and from construction sites would be managed to ensure pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence.	Section 5.8
T9	All trucks would enter and exit construction sites in a forward gear, where feasible and reasonable.	Section 5.8
T13	Construction site traffic would be managed to minimise movements in the AM and PM peak periods	Section 5.8

CoA	Obligation	Document Reference
SWC3	Erosion and sediment control measures would be implemented in accordance with Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004) and Managing Urban Stormwater: Soils and Construction Volume 2 (Department of Environment and Climate Change, 2008). Measures would be designed as a minimum for the 80th percentile; 5-day rainfall event.	Section 5.5.1
WM1	All waste would be assessed, classified, managed and disposed of in accordance with the NSW Waste Classification Guidelines.	Section 5.6
HR1	All hazardous substances that may be required for construction would be stored and managed in accordance with the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005) and Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (Department of Planning, 2011)	Section 5.7
AQ1	The engines of all on-site vehicles and plant would be switched off when not in use for an extended period	Section 5.10
AQ2	Plant would be well maintained and services to minimise emissions. Emissions from plant would be considered as part of pre-acceptance checks	Section 5.10
AQ3	Construction site layout and placement of plant would consider air quality impacts to nearby receivers.	Section 5.10
AQ6	All vehicles carrying loose or potentially dusty material to or from the site would be fully covered.	Section 5.10
AQ7	Stockpiles would be managed to minimise dust generation	Section 5.10

Table 2 - Terms and Conditions

Term	Explanation
AA	Acoustic Advisor
AFMP	Ancillary Facility Management Plan
CEMP	Construction Environmental Management Plan
CEMF	Construction Environmental Management Framework
CCS	Community Communication Strategy
CNVMP	Construction Noise and Vibration Management Plan
CoA	Conditions of Approval
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
DPIE	Department of Planning Industry and Environment
ECM	Environmental Control Map

EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	Environment Protection Authority
EPL	Environmental Protection Licence
ER	Environmental Representative
ESCP	Erosion and Sediment Control Plan
HSEMS	Health Safety Environmental Management System
JHLOR	John Holland Laing O'Rourke Joint Venture
ICNG	Interim Construction Noise Guidelines
IWC	Inner West Council
OOHW	Out of Hours Works
PC	Portuguese Club
POEO Act	Protection of the Environment Operations Act 1997
REMM	Revised Environmental Mitigation Measures
RMS	Roads and Maritime Services
SCO	Sydney Coordination Office
SM	Sydney Metro
SMu	Sydenham Metro upgrade project
TCP	Traffic Control Plan
TTLG	Traffic and Transport Liaison Group

1. Introduction

Sydney Metro City & Southwest is a new 30km metro line extending metro rail from the end of Sydney Metro Northwest 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 Sydenham Metro upgrade project (SMu) project forms part of the Sydney Metro City & Southwest project and includes upgrades to Sydenham Station, the surrounding network and other ancillary infrastructure to accommodate Sydney Metro trains.

The SMu works were not assessed under the planning approval for the Sydney City Metro Chatswood to Sydenham that was approved by the Minister on 9 January 2017 under Part 5.1 of the Environmental Assessment & Planning Act 1979. The Sydenham to Bankstown State Significant Infrastructure Application Report identified an opportunity to accelerate the phased opening of the Chatswood to Sydenham Metro Service, through to Sydenham Station if Sydenham Station and Junction works commence earlier under a separate planning approval. As such, the works have been assessed as a modification (No.4) to the Sydney City Metro Chatswood to Sydenham Environmental Impact Statement to allow the phased opening of the Metro services from Chatswood to Sydenham Station. The SMu modification was determined and approved on the 13th December, 2017.

1.1 Project Background

The works include all permanent new infrastructure and modifications to existing infrastructure, which must be constructed to enable the construction of SMu. The permanent new infrastructure and modifications to existing infrastructure to be constructed includes;

- Sydenham Station and precinct works – demolition and reconstruction of platforms 1 and 2 for metro rail operations and a new aerial concourse connecting to new station entries at Railway Parade and Burrows Avenue. Upgrades to transport interchange facilities and provision for active transport would be delivered as part of the station works
- Track and rail system facilities – reconfiguration of existing track and rail systems to segregate the T3 Bankstown Line and the Goods Line, installation of metro tracks and rail systems including crossover and turnback facilities
- Adjustments to the Sydenham Pit and Drainage Pumping Station – including a new aqueduct over the pit, new pumping station and new maintenance access ramp
- Ancillary infrastructure and works – including fencing, maintenance access, utilities works, drainage, noise barriers, road and transport network works, bridge works, and temporary facilities to support construction.

To facilitate the construction of the approved infrastructure, in and particular during the scheduled possession works, an additional ancillary facility is required. A portion of land adjacent to Fraser Park has been chosen as the preferred option. See Figure 1 below. A more detailed plan is shown in Appendix A.

Figure 1 - Proposed Ancillary Facility

1.2 Purpose and Scope

This AFMP (this Plan) describes how John Holland Laing O'Rourke (JHLOR) will manage the Fraser Park ancillary facility during the construction phase of the project, in compliance with the Client's requirements, JHLOR's Health Safety Environmental Management System (HSEMS) and the Minister's Conditions of Approval.

Ancillary facilities are defined in the project approval as "*a facility established for construction of the project which will be decommissioned at the end of construction including an office and amenities compound, construction compound, material crushing and screening plant, materials storage compound, maintenance workshop, testing laboratory and material stockpile area*".

Any ancillary facility that was not identified in the project Environmental Impact Statement (EIS) as amended by the documents listed in A1 is subject to Conditions of Approval A16 and A17 and must be approved by the Secretary of the NSW Department of Planning Industry and Environment (DPIE) prior to establishment. Minor ancillary facilities must comply with Condition

of Approval A18 and can be endorsed by the ER. Refer to Section 2.5 for a discussion of the relevant Conditions of Approval.

This Plan has been prepared to:

- Describe the legislative framework specific to Ancillary Facility issues and relevant guidelines that must be followed
- Identify the existing worksite issues
- Identify key risks and impacts associated with the works
- Describes procedures that will be used for management of aspects and potential impacts associated with the Ancillary Facility
- Meet the relevant requirements of the CEMP and Subplans

1.3 Objectives and targets

The key objective of the AFMP is to ensure that environmental impacts associated with the establishment and operation of the ancillary facility is minimised. This will be achieved through the following

- Minimise impacts to users of Fraser Park and continue to consult with the Portuguese Club
- Coordinate works to ensure any scheduled events in Fraser Park are not impacted
- Identify potential issues arising from the construction, operation, rehabilitation and decommissioning of the ancillary facility
- Provide a framework for the assessment and approval of the ancillary facility taking into account amenity of neighbouring properties and environmental impacts;
- Identify and describe site specific measures to be implemented in addition to those outlined in the CEMP, where specific controls are required for a location
- Ensure the ancillary facility is managed in accordance with this Plan, the CEMP, Planning Approval and the deed
- 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 the following key stakeholders in order of submission of the draft plan for consultation:

- Inner West Council (IWC)
- Environmental Protection Agency (EPA)

Refer to Appendix C.

The plan was updated as required following each period of consultation with the above stakeholders. Draft copies of the SMu CEMP and Sub Plans, including the draft AFMP (this Plan) was prepared and provided for review. A copy of stakeholder comments is listed below in Table 3 and Appendix C and detailed records were sent as a separate attachment to this plan to the DP&E for information.

The AFMP was reviewed by the Environmental Representative (ER) and endorsed prior to submitting the DP&E for approval. Construction works did not commence until written approval of

all relevant plans, including the AFMP, has been received from DP&E. Minor ancillary facilities would require review by the AA.

Table 3 - Stakeholder Consultation

CoA SSISSI-15_7400	Agency Consultation	Requirements and date submitted	Key issues raised	AFMP Section Reference
A17	Inner West Council	Submitted for Consultation on the 20/04/18. Follow up correspondence sent on the 08/05/18 Follow up correspondence sent on the 09/05/18	Response received on the 14/05/18 stating they have no comment on the plan.	N/A
		Kick off meeting 24/5/18	No issues raised during brief discussion on proposed facility.	
		Follow up phone call 7/7/2018, 29/8/18 and 30/8/18.	No response received.	
	Environment Protection Authority	Submitted for Consultation on the 9/04/18. Follow up correspondence sent on the 03/05/18 Follow up Phone call made 4/5/18	No response received.	N/A

1.5 Interface with other management plans

All project management plans were submitted to Sydney Metro as a suite of documents with specific relevance, hierarchies and interdependencies. Collectively these plans provide the governance framework through which the Project will be planned, delivered, monitored and continuously improved.

The AFMP interfaces with the CEMP and other management plans and documents as outlined in Table 4 below:

Table 4 - : Interface with other management plans

Plan	Interface
Construction Environmental Management Plan (CEMP)	The AFMP interfaces with the CEMP which outlines the overarching environmental management of the works.
Air Quality Management Plan **Visual Amenity Plan**	Management of Air Quality and Visual Impacts during construction and operation of the facility
Construction Soil and Water Spoil Management Plan	Management of water, erosion and sediment control and spoil during construction and operation of the facility
Construction Noise and Vibration Management Plan	Management of noise and vibration impacts during construction and operation of the facility

Construction Heritage Management Plan	Management of heritage impacts during construction and operation of the facility
Waste and Recycling Management Plan	Management of waste during construction and operation of the facility
Construction Traffic, Transport Management Plan (CTMP)	Management of the traffic and transportation impacts of heavy and light vehicles during construction
Construction Work Health and Safety Management Plan	Activities to be conducted at or within ancillary facilities to be in compliance to WHS management plan
Construction Noise and Vibration Management Plan (CNVMP)	Management of noise and vibration including out of hours working and sensitive receivers
Sustainability Management Plan (SMP) **Carbon and Energy Management Plan**	Manage the sustainability requirements for the project

2. Legal and Other Requirements

2.1 Project Approval and Development Consent

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

- Biodiversity Conservation Act 2016
- 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
- Protection of the Environment Operations Act 1997 (POEO Act).
- Roads Act 1993
- Roads (General) Regulation 2000
- Soil Conservation Act 1938
- Waste Avoidance and Resource Recovery Act 2001
- Water Management Act 2000
- Water Management (General) Regulation 2004

2.2 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 Approval issued for the Project under Section 115ZB as below:

- The Sydney Metro City and Southwest – Project Approval – Determination, dated 9th January 2017;
- The Sydney Metro City and Southwest - Environmental Impact Statement , dated 3rd May
- 2016;
- The Sydney Metro City and Southwest - Sydenham Station and Sydney Metro Trains Facility
- South Modification Report , June 2017;
- The Sydney Metro City and Southwest - Sydenham Station and Sydney Metro Trains Facility South Submissions Report October 2017;
- The Sydney Metro City and Southwest Modification 4 Instrument of Approval, dated 13th December, 2017
- Sydney Metro City & Southwest - Chatswood to Sydenham Staging Report

The approval process includes specific planning conditions and commitments that must be addressed in this AFMP and delivered during the project.

2.3 Environmental Authority / Licence

The SMu Project was initially delivered in accordance with the Sydney Trains Environment Protection Licence (EPL) 12208 during early works. An EPL (21147) was obtained by LOR on the 19/1/19.

Compliance with all relevant licence conditions will be tracked, monitored and reviewed. If any inconsistencies between the EPL and planning approval arise, the planning approval will take precedence.

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 SMu Project 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) (SM, 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; and
- 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 and as amended by the documents listed under A1, must meet the criteria as listed in A16, unless otherwise approved by the Secretary. Compliance is provided in Table 1 of this Plan.

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 EPA and the relevant council(s) and submitted to the Secretary for approval one month before installation of the relevant ancillary facilities. The process of review and approval of this Plan is detailed in Section 1.4 of this Plan.

2.6 Minor Changes to Approved Ancillary Facilities

Whilst this document covers ancillary facilities as best described prior to commencing construction, it should be noted that 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.
- Movement of portable site accommodation/containers for construction staging.
- 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 Current SMu worksite and Ancillary Facilities

The SMu planning modification (Section 7.7) identified two additional construction sites required to facilitate construction activities. These are

- 11 Sydenham Road
- Meeks Road Triangle

The modification report also stated that construction activities would occur along the length of the rail corridor within the proposed modification area and additional construction sites would be required within the rail corridor to support the works at Sydenham Station.

3.2 Proposed Ancillary Facility

There is minimal space within and adjacent the rail corridor for ancillary facilities and materials storage. The main compound proposed in the modification report at 11 Sydenham Road has a number of constraints that limits its ability to be a suitable location to house and support the SMu construction workforce. This is due to:

- Timing for the property acquisition process
- Permanent works (drainage) through the property
- Large portions of the site will be required to house precast segments for the construction of the station canopy and associated infrastructure

Meeks Road triangle is unsuitable as a primary compound for the following reasons:

- Minimal space available and the majority of the site is on an embankment
- Poor accessibility for the project workforce and no direct pedestrian access
- The area is required as a laydown for embankment works and rail systems works

Both of the above spaces will potentially be used for laydown/storage and minor site facilities, however it is proposed that Fraser Park will act as the main compound area.

The Fraser Park location was chosen as a suitable location for the following reasons:

- It provides direct access to the rail corridor
- Absence of any adjacent residential properties
- Close to public transport for site workers
- Close to key construction activities
- located away heritage items or environmental sensitive areas
- accessible for construction traffic and deliveries
- Space to provide amenities for the workforce during peak construction activities
- Parking spaces (subject to agreement with the Portuguese Club)
- Current lack of suitable alternative sites available (including established offices/warehouses) within the Sydenham area.

The proposed ancillary site is on a site managed by the Portuguese Club (PC). The PC have agreed to lease a portion of land required in order to accommodate the proposed ancillary facility. As part of this agreement, JHLOR would carry out improvements to Fraser Park which would provide a greater long term community benefit to the club.

The ancillary facility would include the following:

- Site Offices for approximately 120 staff. Due to space constraints these may need to be double stacked
- Worker amenities for approximately 120 people. Due to space constraints these may need to be double stacked

- Laydown and storage
- Hazardous Good storage area
- Fencing and hoarding
- 60 paid parking spaces would be available for worker parking in agreement with the PC. These parking spaces would be used during weekdays during the day and would not conflict with existing users of Fraser Park. Use of parking during possessions would be on a case by case basis in agreement with the PC
- Construction of a new warm up area and footpath to the change rooms for users of Fraser Park
- Construction of temporary services to the facility such as water, electricity, telecommunications and sewer

The site layout plan in **Appendix A** shows the location of the ancillary facility in relation to the worksite.

Compliance with the relevant conditions of approval for these sites is demonstrated in Table 1**.**

3.3 Schedule of Activities

The facility is proposed to be established in September 2018 and be in operation until the completion of works in September 2021. Table 5 below shows a schedule of the activities associated with the proposed ancillary facility.

Table 5 - Schedule of Activities

Activity	Timing
Prepare Site Area	**September 2018**
Connect Utilities	**September 2018**
Establish Amenities and Laydown and other works	**September 2018**
Operation of Facility	**September 2018 – September 2021**
Decommissioning and Rehabilitation	**September 2021**

3.4 Sensitive Receivers

The nearest residential receivers are as below

- Meeks Road - 330m to the west
- Burrows Avenue – 140m to the east
- Bridge St – 150m to the south
- Marrickville Road – 81m north west
- Fraser Park – 30m west

The Portuguese Club occupy the facilities immediately adjacent which include the sports field, grandstand and community facilities.

4. Environmental Aspects and Impacts

Based on typical activities and associated impacts from the ancillary facility as identified above, the overall impacts/risks to the environment as a result of the ancillary facilities are listed in Table 6 below. A risk Assessment for the project is contained within Appendix C of the SMu CEMP and as below. Mitigation measures are contained in Section 5.

Probability ▶ ▼Consequence	CERTAIN 5	LIKELY 4	POSSIBLE 3	UNLIKELY 2	RARE 1
5 – Severe	25	20	15	10	5
4 – Major	20	16	12	8	4
3 – Moderate	15	12	9	6	3
2 – Minor	10	8	6	4	2
1 – Incidental	5	4	3	2	1

Table 6 – Aspects and impacts

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		PX	C=	Risk		PX	C=	Risk	
ESTABLISHMENT OF ANCILLARY FACILITY									
Traffic									
Loss of Parking	Loss of parking availability to adjacent residential and commercial properties could result in community complaints.	3	3	9	Limited parking will be provided within the facility for site vehicles Community notifications Inductions and toolboxes mandating requirements	2	2	4	Complete regular toolbox talks on how to minimise impacts in relation to traffic. Undertake regular inspections of worksite and adjacent streets.

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		PX	C=	Risk		PX	C=	Risk	
									Supervisor and traffic controller to enforce traffic management requirements
Management of heavy vehicles / access routes	Complaints from sensitive receivers due to increased level and frequency of noise.	3	4	12	Delivery drivers provided with haulage routes prior to travelling to site and delivery times. Deliveries of plant and materials shall be undertaken outside of peak periods where possible Site vehicles shall be parked within the rail corridor and not affect public parking areas Scheduled road movements shall be minimised where possible Oversized deliveries would be undertaken in accordance with the requirements of NSW Police or Roads and Maritime Services. Designated access route to be used Approved Traffic Management Plans. Community Notifications. Pedestrian management with traffic controller in place where required.	2	2	4	Complete regular toolbox talks on how to minimise impacts in relation to traffic. Permits from local council and/or RMS
Vehicle deliveries	Non-conformance with project requirements. Noise impact to community / potential complaints.	3	4	12	Personnel training of noise awareness to community included in induction and toolboxes. Induction on Construction Hours for deliveries. Communication of delivery times to suppliers. Community Notifications on project activities occurring locally.	2	2	4	Delivery drivers provided with haulage routes prior to travelling to site and delivery times. Complete regular toolbox talks on how to minimise impacts in relation to traffic

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		PX	C=	Risk		PX	C=	Risk	
					Code of conduct / selection criteria in place for subcontractors. Out of hours works approval where required (Environmental Protection Licence/ Planning Approval/ Council) Approved traffic/access routes. Planning and staging of works in approved hours as much as practical.				
Noise									
Noise from establishment/ construction activities resulting in impact to residents and other sensitive receivers	Disturbance to residents or neighbouring businesses and users of Fraser Park Potential for complaints.	4	3	12	The compound would not be situated adjacent to any residential receivers Standard mitigation measures will be applied as per the Sydney Metro City and South West Construction Noise and Vibration Strategy Implementation of Construction Noise and Vibration Management Plan and Standard/Additional mitigation measures as per the CNVMP. Consult with the community in relation to upcoming activities that may result in concern. Monitor noise for compliance as the works progress at receiver locations. Provide periods of respite for high noise generating activities. Apply noise mitigation measures during entire site establishment. Noise efficient equipment to be used on site.	2	2	4	Noise performance will be continually monitored as per the requirements of the Construction Nosie and Vibration Management Plan Additional mitigation measures to be applied as per the CNVMP and Section 7 of the CNVS

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		PX	C=	Risk		PX	C=	Risk	
Heritage									
Unexpected finds	Potential to disturb unidentified aboriginal heritage items	2	3	6	Excavation works would be minimal and limited to removal of topsoil material and small footings Implement Sydney Metro Unexpected Heritage Finds Procedure Site Induction and Toolbox Talks to communicate requirements	2	3	6	No further intrusive works after compound is established Toolbox talks
Air Quality									
Dust generation during removal of topsoil and placement of roadbase	Dust impacting adjacent properties	3	2	6	Inductions and toolbox training on Dust and Air Quality Management. Provide dust mitigation measures through water sprays/misting. Erosion and Sediment Control Plans approved before works commence. Controls are then reviewed for maintenance.	2	2	4	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition.
Soil and Water									
Flooding	Work area becoming inundated during large storm events	1	3	3	Implement controls in accordance with the flooding management plan Monitoring of rainfall will be undertaken in accordance with the Construction Air Quality Management Plan Construction equipment (or excess material) would be removed from prone areas where significant events are predicted site inspections will be completed to ensure ERSED controls are place prior to the event	1	2	2	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition.

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		PX	C=	Risk		PX	C=	Risk	
					Where applicable, temporary levees or bunds would be strategically placed to contain potential flooding impacts resulting from any temporary works on the floodplain and minimise the risk to surrounding properties which might otherwise be affected. Stockpiles will be located away from areas subject to concentrated overland flow In the event of an emergency the requirements set out in the Emergency Management Plan (ERP) will be implemented				
Sediment runoff	Sedimentation of waterways during set up works	2	3	6	Inductions to include ERSED content Preparation of an ESCP Stockpiles will be located away from areas subject to concentrated overland flow Installation of sediments controls and protect adjacent drains Exposed areas to be stabilised as soon as practical	2	2	4	Site inspections will be completed to ensure ERSED controls are effective Review ESCP Ongoing toolbox talks
OPERATION OF FACILITY									
Noise									
Noise from operation of the facility resulting in impact to residents and other sensitive receivers	Disturbance to residents or neighbouring businesses and users of Fraser Park Potential for complaints.	3	3	9	Standard mitigation measures will be applied as per the Sydney Metro City and South West Construction Noise and Vibration Strategy, in accordance with E32 as approved by DPIE. Implementation of Construction Noise and Vibration Management Plan Control Measures Consult with the community in relation to upcoming activities that may result in concern.	2	2	4	Ongoing toolbox talks Noise performance will be continually monitored as per the requirements of the Construction Nosie and Vibration Management Plan Additional mitigation measures to be applied as per the CNVMP and Section 7 of the CNVS

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		PX	C=	Risk		PX	C=	Risk	
					Monitor noise for compliance as the works progress at receiver locations. Noise efficient equipment to be used on site.				
Traffic									
Loss of Parking	Loss of parking availability to adjacent residential and commercial properties could result in community complaints.	3	3	9	Parking will be provided within the facility Community notifications Inductions and toolboxes mandating requirements	2	2	4	Complete regular toolbox talks on how to minimise impacts in relation to traffic. Undertake regular inspections of worksite and adjacent streets. Supervisor and traffic controller to enforce traffic management requirements
Management of heavy vehicles / access routes	Complaints from sensitive receivers due to increased level and frequency of noise.	3	4	12	Delivery drivers provided with haulage routes prior to travelling to site and delivery times. Deliveries of plant and materials shall be undertaken outside of peak periods where possible Site vehicles shall be parked within the rail corridor and not affect public parking areas Scheduled road movements shall be minimised where possible Oversized deliveries would be undertaken in accordance with the requirements of NSW Police or Roads and Maritime Services. Designated access route to be used Approved Traffic Management Plans. Community Notifications. Pedestrian management with traffic controller in place where required.	2	2	4	Complete regular toolbox talks on how to minimise impacts in relation to traffic. Permits from local council and/or RMS

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		PX	C=	Risk		PX	C=	Risk	
Vehicle deliveries	Non-conformance with project requirements. Noise impact to community / potential complaints.	3	4	12	Personnel training of noise awareness to community included in induction and toolboxes. Induction on Construction Hours for deliveries. Communication of delivery times to suppliers. Community Notifications on project activities occurring locally. Code of conduct / selection criteria in place for subcontractors. Out of hours works approval where required (Environmental Protection Licence/ Planning Approval/ Council) Approved traffic/access routes. Planning and staging of works in approved hours as much as practical.	2	2	4	Delivery drivers provided with haulage routes prior to travelling to site and delivery times. Complete regular toolbox talks on how to minimise impacts in relation to traffic
Soil and Water									
Flooding	Work area becoming inundated during large storm events	3	3	9	Site Sheds and Hazardous Chemical Store to be situated above the 10 year ARI Implement controls in accordance with the flooding management plan Monitoring of rainfall will be undertaken in accordance with the Construction Air Quality Management Plan Equipment (or excess material) would be removed from prone areas where significant events are predicted Site inspections will be completed to ensure ERSED controls are place prior to the event	1	2	2	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition.

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		PX	C=	Risk		PX	C=	Risk	
					Where applicable, temporary levees or bunds would be strategically placed to contain potential flooding impacts resulting from any temporary works on the floodplain and minimise the risk to surrounding properties which might otherwise be affected. Stockpiles will be located away from areas subject to concentrated overland flow In the event of an emergency the requirements set out in the Emergency Management Plan (ERP) will be implemented				
Hazardous Materials									
Storage of hazardous substances, leaking plant and equipment and spillage from refuelling. **Fuel contaminated runoff from construction works leaving site**	Localised ground contamination / pollution of stormwater and requiring clean-up and/or receiving fines. Risk of igniting volatile substances. Unauthorised access to site / potential vandalism/damage leading to pollution.	2	2	4	Induction, toolbox talks and training on appropriate handling and storage of liquids. All storm water drains should be identified prior to works. Storage areas to be away from sensitive areas and appropriately bunded. MSDS approved prior to bringing hazardous substances on site including risk assessment. Training in use of spill kits Contingency plans would be developed to deal with any spills which might occur during construction. Clearly label containers. Regular auditing and inspection of storage areas and materials. Make storage areas restricted access areas. Reduce/eliminate need for hazardous substances. Ensure all work sites are secure before leaving the site.	1	2	2	Regular inspections of storage areas

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		PX	C=	Risk		PX	C=	Risk	
					All liquids i.e. paint etc. are to be securely locked away at the end of each day.				
Air Quality									
General facility use. Movement of plant and machinery. **Exhaust from plant and equipment.**	Dust activity in close proximity to residential and commercial premises, complaints received. Emissions resulting in air pollution.	2	2	4	Inductions and toolbox training on Dust and Air Quality Management. Compound area to be sealed to prevent dust generation Well maintained plant/ equipment and pre-start checks and servicing. Non-complaint vehicles removed from site / repaired	1	2	2	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition. Review plant check list prior to operating on site.
Visual Amenity									
Location **Temporary storage containers Plant and equipment movement Stockpiles and laydown Lighting**	Surrounding aesthetic temporary altered during construction Lighting may spill on nearby residents	3	3	9	The work area shall be maintained in an orderly manner L Lighting shall be directed towards the work area and are from adjacent sensitive receivers. Screening applied to fencing surrounding ancillary facilities	2	2	4	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition

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

- During the periodic review of the Environmental Management Plan
- 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.

5. Management and Mitigation

5.1 General Management

The ancillary facility is constructed in accordance with the following requirements

- Site sheds 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
- Sustainability initiatives will be incorporated as per the Sustainability Management Plan
- Temporary site facilities would meet the sustainability requirements of the project.
- Temporary site facilities, including site sheds, would be maintained free of graffiti.
- All facilities utilised for the purpose of JHLOR's activities must be sited, constructed and maintained to meet the requirements of SM and relevant authorities.
- Daily visual inspections of all temporary site facilities including site sheds.

Site establishment elements, including 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 SM and relevant authorities.

Work is to be undertaken during periods specified in the planning conditions and EPL. Any work outside these periods will be subject to risk assessment and environmental approval. Refer to Section 5.11

Laydown has been allowed for at the northern portion of the compound. However, the main objective of the compound is to provide amenities for workers. Other already approved areas at 11 Sydenham Road, and the Meeks Road area would provide sufficient capacity for storage and deliveries to minimise out of hours deliveries.

5.2 Site Establishment

In accordance with the Project planning approval (SSI 7400) only minor ancillary facilities not identified in the documents listed in A1 may be approved by the Environmental Representative under condition A18, may be established prior to construction works commencing and prior to approval of the CEMP and sub plans. Where this occurs, a SM approved Minor Works Approval will be in place prior to site establishment works commencing, and all controls implemented as per that approval. For ancillary facilities established during construction, the CEMP and relevant Sub Plans will apply.

In either case, typical site establishment activities at each ancillary facility site will generally include the following:

- Set up traffic controls as required and controlled site entry and egress points;
- Install fencing/hoarding around the perimeter of the ancillary facility
- A net will be installed on the west side of the facility to prevent soccer balls landing inside the compound
- Install relevant construction signage and way finding signage as required;
- Install environmental controls in accordance with the Environmental Control Maps (ECM's) which will be developed outline the various environmental controls to be implemented;
- Establish temporary lunch room, office, toilets and site amenities as required and installation of utilities (power, water, sewerage, telecommunications etc)

- The establishment of site offices and amenities facilities will require footings to support/stabilise the structure. The potential for uncovering heritage items is low. If items of significance are found, then those sites would be managed in accordance with the Heritage Management Plan and the Unexpected Finds Procedure.
- 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.

Site-specific site establishment requirements include changes to pedestrian and vehicle access, offsets to site boundaries, tree protection measures and heritage protection. These will be outlined in ECMs prepared for each location. Any vegetation that is required to be removed will be undertaken in accordance with condition of approval E6. However, it is not anticipated any vegetation will require removal.

There would be no impacts to flora and fauna during establishment and operation of the facility, including native flora and fauna (except for approximately 2840m2 of lawn proposed to be removed as stated in section 2.3 of the CEMP.

5.3 Site Operation

Typical activities within each of the proposed ancillary facility site during project construction are outlined in Section 3.2 of this Plan.

5.4 Site Fencing and Lighting

The construction ancillary facility boundary will be fenced off and secured from pedestrians using the existing rail corridor fencing. Gates and fencing will also be installed to prevent the general public entering from Fraser Park.

All site boundary screening required under Condition A19, LV1 and LV4 of this approval will minimise visual and air quality impacts on adjacent sensitive receivers and will be installed for the duration of construction. The screening will consist of Sydney Metro branded shadecloth which will act to mitigate dust and screen plant and facilities within the compound.

A net will be installed on the west side of the facility to prevent soccer balls landing inside the compound.

Lighting will only be used in accordance with Condition E99 of this approval, minimising 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. It is noted that Fraser Park already contains security lighting around the complex.

Materials and machinery would be stored behind the fencing.

5.5 Soil and Water

5.5.1 Erosion and Sediment Controls

Minimal stockpiling of construction materials will occur within the proposed ancillary facility due to space constraints. The majority of construction materials will be stockpiled within available space in the rail corridor and other already approved areas identified in the modification report.

An ESCP has been be prepared prior to the start of works during establishment and updated as required. More specific controls are specified in the Soil and Water Management Plan.

The eastern canal is approximately 25m to the south of the site however it is unlikely to be impacted by any runoff. Water flows in the opposite direction to the northern portion of the site where existing drainage infrastructure is present. The compound area would be situated on a hardstand during operations to minimise the potential for any sedimentation of waterways.

5.5.2 Flooding

Flooding impacts are not expected to be a significant issue and the construction and operation of the ancillary facility is not expected to change the current flooding regime within Fraser Park.

See Figure 2 below for the existing flooding characteristics during a 10 year rain event.

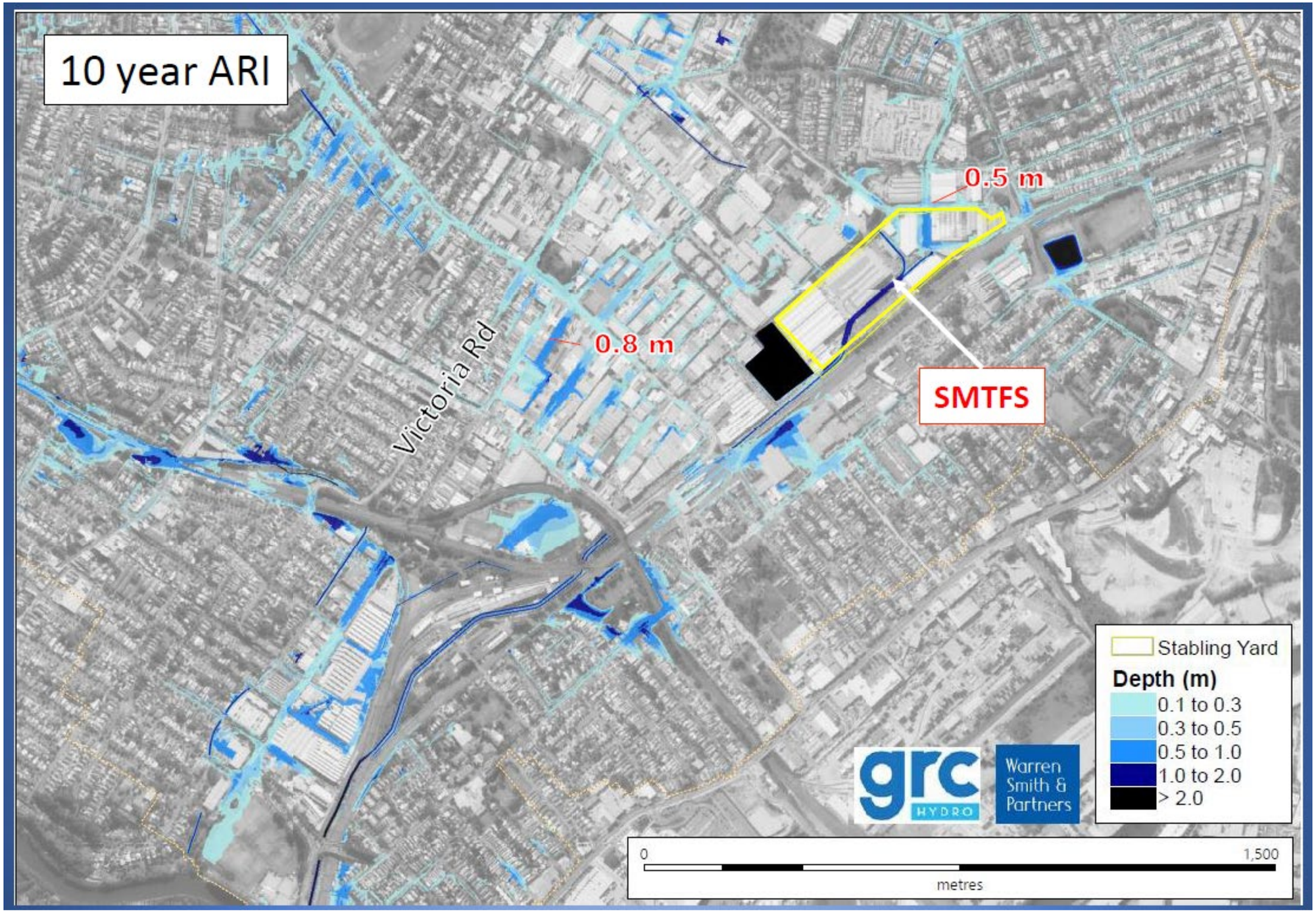


Figure 2 - 10 Year ARI

A flood modelling report has been prepared for the site prior to establishing the works. Response to flooding has been included in the Emergency management plan (ERP). Management measures for operation of the ancillary facility would include the following:

- Monitoring of rainfall will be undertaken in accordance with the Construction Air Quality Management Plan
- Construction equipment (or excess material) would be removed from prone areas where significant events are predicted
- Site sheds and chemical stores will be constructed above the 10 year ARI level (0.5m)
- Site inspections will be completed to ensure ERSED controls are place prior to the event
- Where applicable, temporary levees or bunds would be strategically placed to contain potential flooding impacts resulting from any temporary works on the floodplain and minimise the risk to surrounding properties which might otherwise be affected.
- Stockpiles will be located away from areas subject to concentrated overland flow
- In the event of an emergency the requirements set out in the Emergency Management Plan (ERP) will be implemented.

5.6 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. 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 reused or recycled.

5.7 Storage of Dangerous and Hazardous Goods

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

Storage of dangerous and hazardous goods will be limited to small quantities. Fuels and would be stored in sealed containers and bunded areas as per appropriate regulations and guidelines e.g. AS/NZS 1940: 2004

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

- all relevant Australian Standards;
- for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund;
- Storing and Handling Liquids: Environmental Protection – Participants Manual (Department of Environment and Climate Change, May 2007); and
- 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)

5.8 Traffic Management

The traffic impacts associated with entering the Fraser Park area have already been assessed in the modification report due to the presence of an existing Sydney Trains access gate situated at the south west which can only be accessed by traversing through the site. The access to the site would be off Marrickville Road as below in Figure 3 from the modification report.

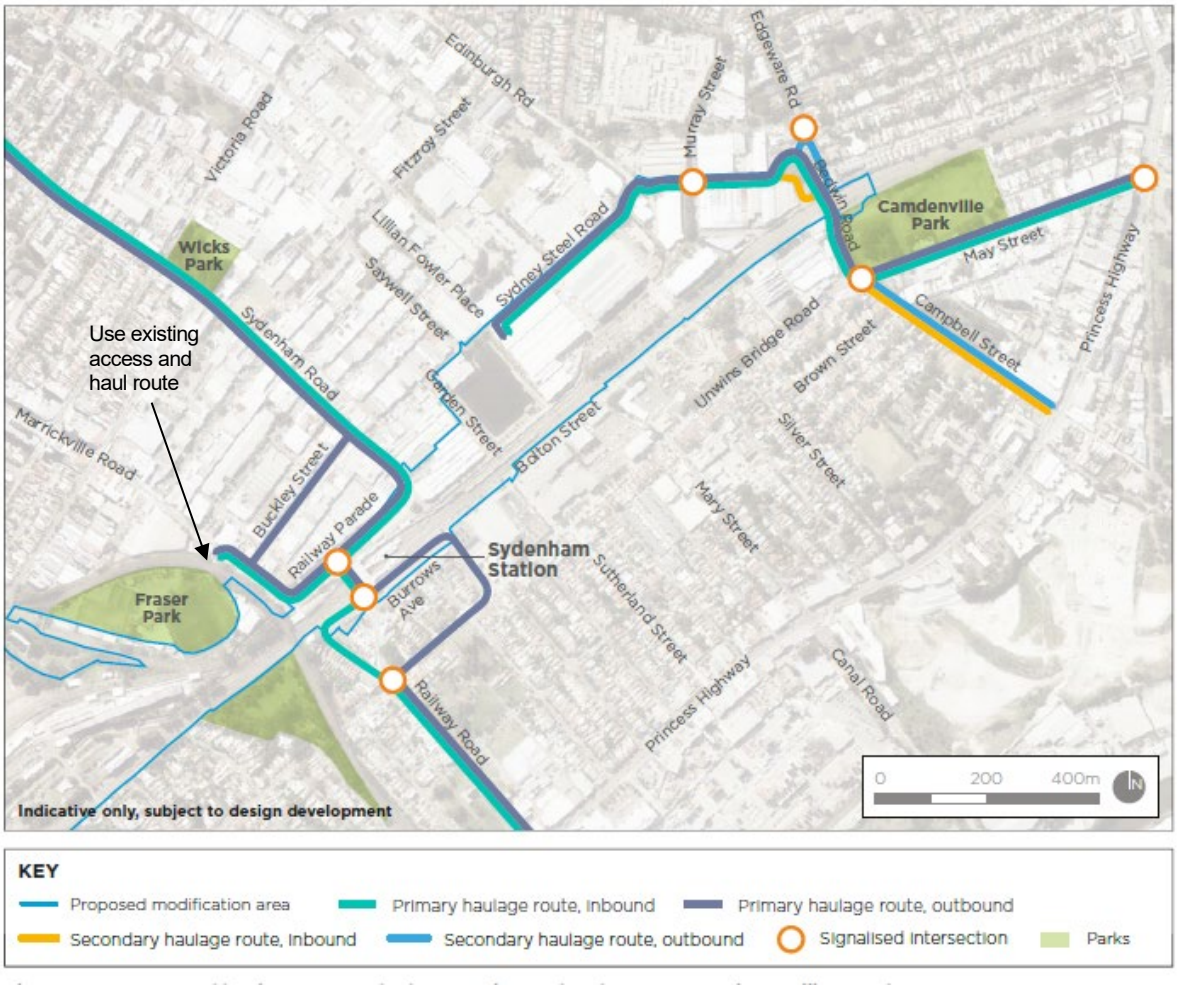


Figure 3 - Access and Haul Route

Haul routes are included within Figure 3 above, and additional detail on haul routes and traffic controls are contained in Appendix A and B of the CTMP.

Inbound access will be via Sydenham Road and Railway Road/Railway Parade. Outbound movements will be via Buckley St and then either Sydenham Road or Railway Parade/Railway Road. Heavy vehicles will not use local streets or travel through residential areas and routes not identified in the EIS or documents listed in condition A1.

Heavy vehicle volumes are expected to be consistent with the modification report and would be up to 70 per day during peak periods for delivery of materials. These would occur during standard hours unless under a specific out of hours approval. Light vehicle movements similarly would be consistent the modification report and may be up to 90 per day during peak periods.

The Construction Traffic Management Plan (CTMP) details further mitigation measures and Traffic Control Plans (TCP). The CTMP must be prepared in consultation with the TTLG, endorsed by the Sydney Coordination Office (SCO) and approved by Roads and Maritime Services (RMS).

Vehicles involved in project activities will only enter, operate within, or exit from a traffic flow in a manner according to the CTMP.

Construction vehicles must not queue on these roads, but enter through the gate as soon as possible after arriving. Vehicle arrivals will be managed to avoid any 'waiting' outside the worksite by scheduling and staggering deliveries.

Truck movements during peak periods within commercial centres will be minimised. Peak periods are 7am to 10am and 4pm to 7pm Monday to Friday.

Emergency vehicle access will be maintained to either ends of the Soccer Field as requested by the PC.

The CTMP will outline the proposed management of worker parking for the project. The induction process will promote the use of public transport. Limited parking will be provided at the ancillary facility will also be subject to agreement with the PC. During events at Fraser Park, parking will generally not be available to workers.

Public transport via train is expected to be the most common form of transport for workers. Sydenham Station is the closest station to the ancillary facility and workers and staff would be expected to walk from the station. Travel times from Sydenham Station to the work site would be approximately 5 mins / 400m as per Figure 4 below.

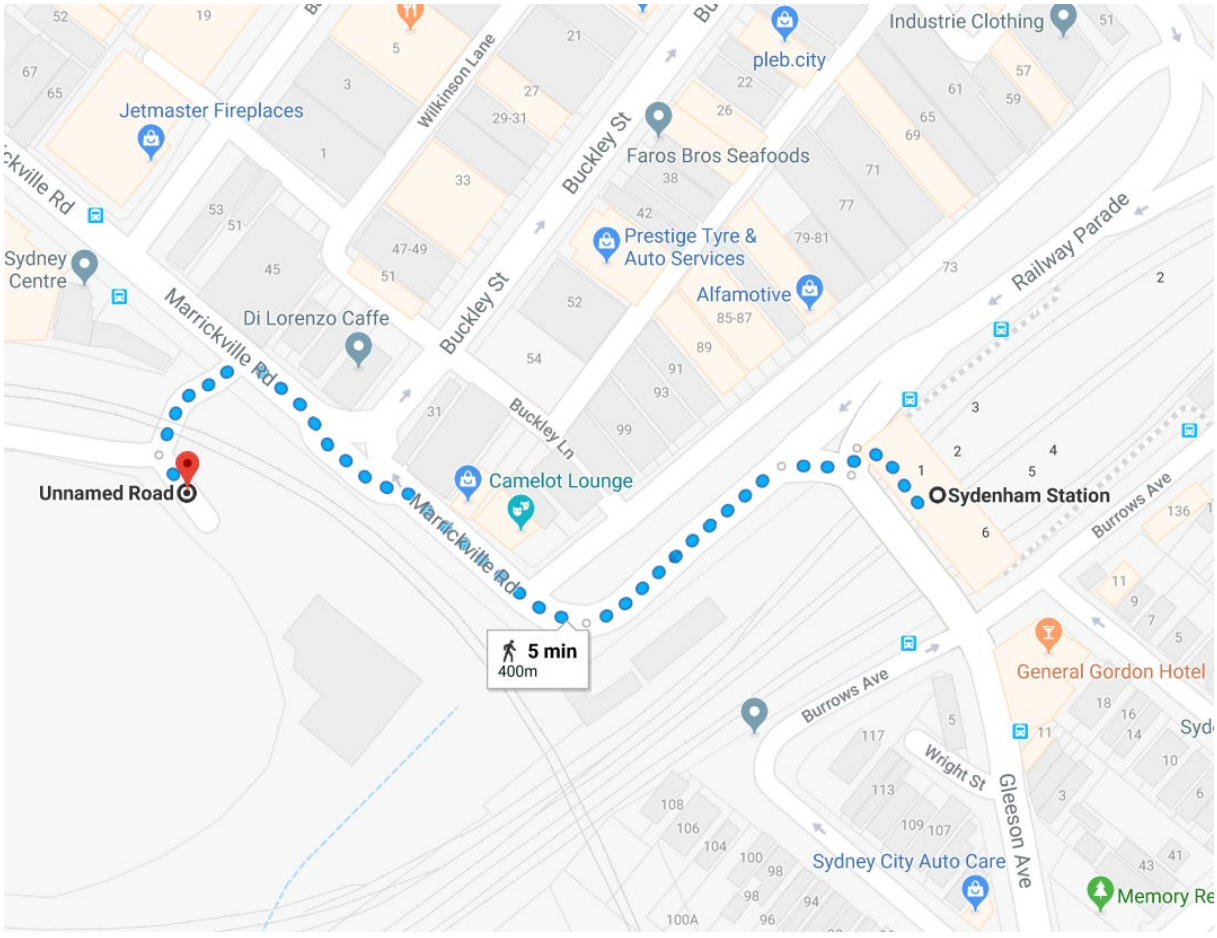


Figure 4 - Walking route from Sydenham Station

Frequency of train arrival times at Sydenham Station will vary, depending on the time of day/night and possessions. Staff and workers are to coordinate their own travel from home to the worksite and must account for frequency of public transport.

Where possession works make travel by public transport to Sydenham difficult, staff and workers who wish to drive by car may do so if they park in designated areas.

Parking will be provided during weekdays (subject to agreement with the PC).

Refer to Section 5.9 for noise and vibration management measures related to construction traffic.

REMM's T6 and T9 will also apply:

- Vehicle access to and from construction sites would be managed to ensure pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence
- All trucks would enter and exit construction sites in a forward gear, where feasible and reasonable

5.9 Noise and Vibration

The project Construction Noise and Vibration Management Plan (CNVMP) in section 7 outlines the proposed management in relation to noise and vibration from the project

This describes the overall approach to managing and mitigating noise and vibration impacts as a result of the SMu project based on the predicted impacts as summarised in the project CNVMP.

There are not expected to be any significant noise impacts arising from the use of the ancillary facility. The nearest residential properties are approximately 80m to the south north, on the other side of the existing ARTC rail embankment. There are a number of commercial and industrial properties approximately 50m to the north, east and west, however these are currently shielded by the ARTC rail line embankment.

An assessment of noise predicted noise impacts is contained in Appendix D. The construction and operation of the facility is expected to be well below the NML's at the nearest residential receivers. The only scenario where there would be an exceedance is if establishment works were to occur at night time, which is unlikely to occur.

The adjacent Fraser Park complex would be classed as active recreation and it is expected that the construction and operation would also be compliant with the NMLs. The park is predominantly used during evenings and weekends when the facility is not in operation (with the exception of possession works under a separate OOHW approval). Ongoing consultation will occur with the Portuguese Club to ensure coordination and to minimise any impacts to users of the park.

Noise and vibration monitoring for the SMu works will be implemented in accordance with the Construction Noise and Vibration Monitoring Program 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 in accordance with the CNVS where the Additional Mitigation Measures (AMM) has identified monitoring.

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).

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 vehicles movements outside of normal construction hours (evenings, night and weekends). Vehicles movements will be minimised however the amount of vehicles movements required will be dependent on the scope of the OOHW. Any vehicles movements during these times will be assessed as part of an OOHW application.

Vibration impacts are expected to be minimal as works will be of short duration and away from sensitive receivers and structures that may be sensitive to vibration.

5.10 Air Quality

Construction and operation of the ancillary facility is to be undertaken to minimise impacts identified the Air Quality Management. Mitigation measures are to be applied to minimise dust generation from stockpiles and vehicle movements, and prevent carrying of loose potentially dusty material from each 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.

Construction site layout and placement of plant would consider air quality impacts to nearby receivers.

Mitigation measures would typically include the following during site establishment

- The boundary screening will minimise any air quality impacts.
- A sweeper will be used to clean dirt tracked on hardstand, pavements, or roads.
- Water sprays and/or water carts to be used as required for dampening exposed surfaces to control dust generation
- The amount of excavated material stored on site is to be minimised.
- All vehicles carrying loose or potentially dusty material to and/or from the site must be covered.
- Dust generating activities would be assessed during periods of strong winds and rescheduled where required.
- Construction site layout and placement of plant would consider air quality impacts to nearby receivers.

During operation

- The facility would be on hardstand area to minimise dust generation
- Boundary screening will minimise any air quality impacts
- Exhaust systems of construction plant, vehicles, and machinery to be maintained to minimise exhaust emissions to the atmosphere. All equipment and vehicles are to be regularly maintained and records kept of maintenance. Pre-mobilisation checklist will ensure that plant has been serviced in accordance with manufacturer's specifications (and therefore meets emission requirements).
- Workers will be encouraged to use public transport, and consider other modes of transport such as car-pooling
- Vehicles hauling spoil to stay on the designated roads and access tracks
- Trucks carrying spoil onto or off site are to be covered. Tailgates, under-rigs, wheels and towing apparatus of all trucks to be checked to ensure they are clean and secure, prior to leaving the worksite

The following REMM's AQ1, AQ2 and AQ7 are applicable

- The engines of all on-site vehicles and plant would be switched off when not in use for

an extended period
- Plant would be well maintained and serviced to minimise emissions. Emissions from plant would be considered as part of pre-acceptance checks
- Stockpiles would be managed to minimise dust generation

5.11 Working Hours

In accordance with Condition of Approval (CoA) – E36 - Construction, except as allowed by Condition E48 (excluding cut and cover tunnelling and spoil movements), 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; and

At no time on Sundays or public holidays

Out of Hours Works (OOHW) will occur in accordance with the EPL, CNVS and CNVMP.

5.12 Heritage

No heritage items or areas of archaeological potential were identified in the planning modification report. The Construction Heritage Management Plan has identified the potential for indigenous archaeological items within Fraser Park. It was noted that the closest recorded site was a Potential Archaeological Deposit (PAD) in Fraser Park. Further investigation of this PAD by Susan McIntyre-Tamwoy in 2003 revealed that it was likely a naturally-occurring (i.e., not cultural) shell bed formed by fluvial processes, which had been partially destroyed through the installation of new underground electricity cables in 2009. The area was also heavily impacted by Transgrid works in 2003, and from the construction of the sports field in 2014.

The construction of the Ancillary Facility is unlikely to impact any unknown relics due to minimal excavation required. The Sydney Metro Unexpected Heritage Finds Procedure would be implemented.

5.13 Worksite Handover, Decommissioning and Rehabilitation

Full decommissioning of the ancillary facility would be undertaken by JHLOR. All construction access points will be restored to their preconstruction state or upgraded in accordance with the SMu design, to the satisfaction of the relevant authority.

Dilapidation surveys would 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 site 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;
- Reinstate and stabilise the ground surface as per the original condition or as agreed in the relevant third party Development Agreement (Dilapidation Reports prepared before start of construction will be used to assess the quality of reinstated sites);
- Reinstate any existing or new planted areas, including maintenance;
- Remove environmental controls (e.g. erosion and sediment controls) once the site is stabilised.

Rehabilitation will be carried out in accordance with the project approvals and to the satisfaction of the PC. This may include re-turfing affected areas, as well as maintenance requirements to ensure successful rehabilitation of revegetated areas. Other works may be completed subject to further discussions with the PC.

5.14 Cumulative Impacts

Possession works on the SMu project will be completed during scheduled possession that may also include work by Sydney Trains and ARTC. The use of the proposed ancillary facility itself is not expected to result in any cumulative impacts or interface issues. Possession planning meetings will be held prior to every possession to ensure any interface issues are effectively managed.

Ongoing consultation will occur with the PC to ensure there are no impacts to the users of Fraser Park during sporting and cultural events. Works will be planned and scheduled to avoid any potential issues.

5.15 Environmental Control Maps

The project Environmental Control Maps will be prepared to assist in the planning and delivery of the ancillary facility. ECM's will be prepared in accordance with Section 13.3 of the CEMP.

5.16 Mitigation and Management

The proposed ancillary facility will be managed in accordance with the environment management system for the project. This will include:

- CEMP and Sub Plans
- Procedures
- Forms / Permits
- Hold Points
- Training and inductions

5.17 Community Engagement

The proposed compound location is completely screened from any adjoining private or commercial properties and will be accessed via an existing access point used by Fraser Park users and the directly adjacent Sydney Trains facility.

The use of the site as a compound has been agreed to by its owners the PC who have consulted with their members. The use of the site as a compound will be communicated to the wider community in project monthly notifications, quarterly newsletter and it will be signposted as a Sydenham Metro upgrade site compound.

Ongoing communication with users of the park will be via the PC and the Fraser Park Football Club whereby information about activities, times of use etc. will be provided to the club who will distribute it to their members and visitors via email, flyers and posters that JHLOR JV will develop. The community would be notified in advance of proposed roads and pedestrian network changes through media channels and other appropriate forms of community liaison.

Refer to the Community Communication Strategy for further detail.

6. Roles and Responsibilities

Authorities and responsibilities for all JHLOR positions are defined and communicated in Job Descriptions and project documentation and as per below in Table 7.

Table 7 - Roles and Responsibilities

Position	Key Responsibilities and Authorities
Project Director	• Ensure that project responsibilities and authorities are defined and communicated • Provide adequate resources to meet environmental objectives • Ensure that the AFMP is effectively implemented and maintained • Take action to resolve environmental non-conformances and incidents • Ensure suppliers and subcontractors comply with requirements • Must complete corporate and project induction covering environmental responsibilities and LORs' environmental management system • Report environmental incidents to the client / local authorities as required
Construction Manager	• 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 Manager • Report all environmental incidents • Take action to resolve non-conformances and incidents • Must complete corporate and project induction covering environmental responsibilities and LORs' environmental management system.
Environment Manager	• 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 • Liaise with the Principal's Environmental Representative and/or Superintendent on environmental issues, including the written notification of non-conformances (incidents, emergencies or deviations from the AFMP) • 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-conformances 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

Position	Key Responsibilities and Authorities
Community Place Manager	• 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 minimise potential impacts from construction works. • Work closely with the SMu works 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 • Record all interactions with stakeholders on Consultation. • Lead or be involved in any consultation activities arising from community enquiries as notified by the contractor
WHS Manager	• Reports to the Project Director • 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 health and safety responsibilities and LORs' safety management system.
Procurement Personnel	• Reports to the Project Leader • 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 LORs' environmental management system
Sub-Contractors	• 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 LORs' environmental management system

Position	Key Responsibilities and Authorities
All Personnel	• 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
Independent Environment Representative	• 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 minimise 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, CEMP 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, CEMP 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; • 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.
Acoustics Advisor	• 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 minimise noise and vibration impacts; • 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, 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

7. Training, Awareness and Competence

Environmental training will be carried out in accordance with Section 9 of the project CEMP and as detailed below.

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:

Overview of training purpose, objectives and key issues

- Environmental Policy and Key Performance Indicators
- Site environmental objectives and targets
- Understanding individual authorities and responsibilities
- Site environmental rules
- Potential consequences of departure from rules
- Due diligence, duty of care and responsibilities
- Relevant licence conditions and conditions from the conditions of approval
- Emergency procedure, reporting and response (e.g. Spill clean-up, hazard identification)
- Basic understanding of their legal obligations
- Communication Protocols

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

8. Enquiries, Complaints

All environmental enquiries and complaints will be managed in accordance with the Community Communication Strategy (CCS). This includes internal and external notification, recording, reporting and response processes.

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. Community notifications will also include relevant project contact details in the event of an enquiry or complaint.

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

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.

Also refer to Section 15 of the CEMP.

9. Incident Management

Environmental incidents will be managed in accordance with the Environmental Incident Management Procedure provided in Section 15 of the SMu CEMP.

All identified incidents will be registered on IMPACT, Laing O'Rourke's online incident reporting system. IMPACT will allocate a number to the identified incident to ensure traceability. Depending on the severity of the incident, it will be categorised as Class 1, Class 2 or Class 3 with Class 1 being the most serious and Class 3 being the least serious. Incidents are to be logged in Impact within 48 hours of occurrence. For Class 1 and Class 2 incidents, an investigation must also be logged in Impact. The Regional Environmental Manager, HSE General Manager and Head of Legal for John Holland and Laing O'Rourke shall be notified by telephone as soon as practicable after any Actual or Potential Class 1 & Class 2 Incidents.

10. Monitoring, Measurement and Reporting

All monitoring and reporting will be undertaken in accordance with Section 14 of the SMu CEMP.

10.1 Inspections

Inspections of ancillary facilities and worksites will include:

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

The SMu Environment Manager (EM) is responsible for ensuring effective environmental inspections are carried out and appropriately documented. This will be a combination of informal daily checks by the Site supervisor, noted in the Daily Site Report, as well as in the site environmental records.

These inspections will be carried out weekly and following heavy rain events, and will ensure environmental controls as per the ECMs contained within the project CEMP.

The EM would be in attendance at any periodic ER site inspections. The EM will be responsible for actioning and responding to any identified corrective actions in accordance with the CAR Register with timeframes as agreed with the ER.

10.2 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 and Subs Plans.

A Construction Noise and Vibration Monitoring Program has been developed for the Project. The Monitoring Program is supplementary to the Construction Noise and Vibration Management Plan.

Monitoring of works associated with the establishment and 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 establishment or operation of the ancillary facilities.

The establishment of the ancillary facilities will occur during normal construction hours. The ancillary facilities will be used during standard and Out of Hours construction hours. Use of the ancillary facilities outside of standard construction hours will be subject to noise modelling and will be included in an OOHW Application. Monitoring will occur at the nearest sensitive receiver to the ancillary facilities where noise modelling indicates that noise levels will exceed the levels specified in the CNVIS.

There will be no vibratory works associated with the establishment or operation of the ancillary facilities 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 facilities. As such, there will be no vibration monitoring unless there is a complaint from a nearby property.

Any 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.

Project environmental performance is measured through compliance with the various environmental management plans including the CEMP and Sub Plans, and through the ongoing environmental monitoring program as outlined in the Sub Plans.

10.3 Non-Compliances and Corrective Actions

Non-conformance arising out of the above monitoring, inspections and audit outcomes shall be recorded and addressed by raising a Non-Conformance Report. SM or the Environmental Representative may raise non-compliances against environmental requirements.

10.4 Reporting

Project reporting shall be completed in accordance with Section 14.2 of the project CEMP. This includes monthly Sydney Metro City and Southwest Environmental and Sustainability reports with each report is to be included in the Monthly Project Review.

11. Issue, Revision and Re-issue

The plan is approved for use on the project by the Project Leader.

In accordance with CoA C17, an Ancillary Facility Management Plan must be endorsed by the ER and then submitted to the Secretary for approval no later than one (1) month before the establishment of the facility or within another timeframe agreed with the Secretary.

Due to administrative changes under Mod 6, the ER is no longer responsible for the approval of any minor revisions to the AFMP once approved by the DPIE.

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

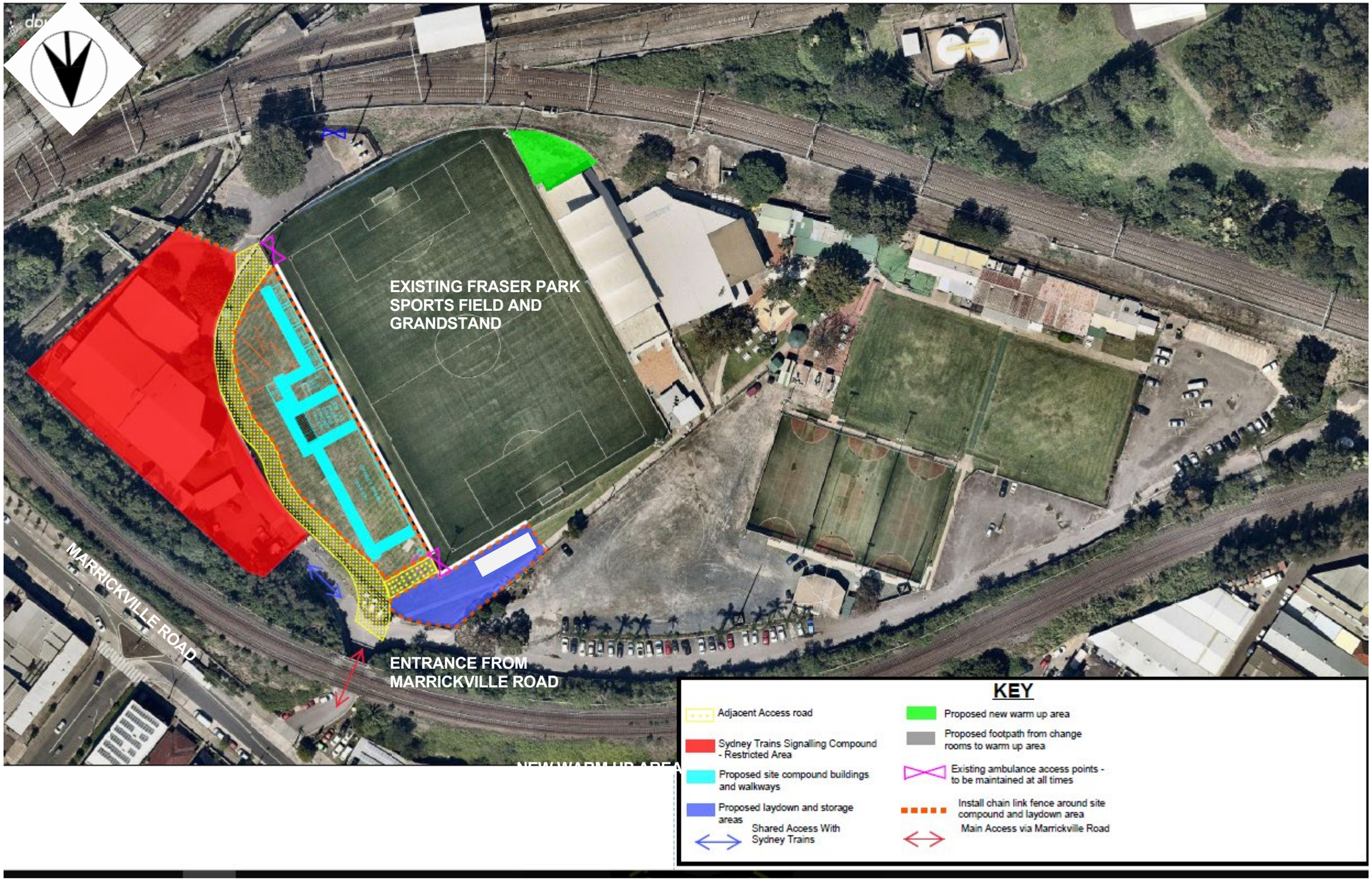
Revisions may result from:

- 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 Project Director prior to issue. Updates to this plan are numbered consecutively and issued to holders of controlled copies.

Appendix A – Ancillary Facility Plan

Expanded view



Zoomed in Design Layout View

Appendix B – Environmental Performance Outcomes

Relevant Secretary's environmental assessment requirements desired performance outcomes	Environmental performance outcome	Implementation for SMu Ancillary Facilities
Construction Traffic and Transport		
Transport and traffic Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts. The safety of transport system customers is maintained. Impacts on network capacity and the level of service are effectively managed. Works are compatible with existing infrastructure and future transport corridors.	The project would minimise impacts to the road network	The ancillary facility would be managed in accordance with the CTMP. The CTMP has been developed to mitigate the impacts to the local road network.
	Pedestrian and cyclist safety would be maintained	The ancillary facility would be located within Fraser Park. Pedestrian and cyclists would not be affected.
	Effective coordination would be carried out to minimise cumulative network impacts	JHLOR will hold regular coordination meetings to coordinate SMu with other projects and the Sydney Trains and ARTC operational requirements. Any impacts relating to the establishment and operation of the ancillary facilities identified in this plan will be raised at the meeting.
	Access to properties would be maintained.	Property access will not be affected.
Construction Noise and Vibration		
Noise and vibration – amenity Construction noise and vibration (including airborne noise, ground-borne noise and blasting) are effectively managed to minimize adverse impacts on acoustic amenity.	Noise levels would be minimised with the aim of achieving the noise management levels where feasible and reasonable	Noise would be minimised in accordance with the measures identified in the Construction Noise and Vibration Management Plan and the CNVIS. Noise impacts are expected to be minimal.
Noise and vibration – structural Construction noise and vibration (including airborne noise, ground-borne noise and blasting) are effectively managed to minimize adverse impacts on the structural integrity of buildings and items including Aboriginal places and environmental heritage.	The project would avoid any damage to buildings from vibration.	As identified in Section 11.2, vibratory works will not occur as part of the establishment of operation of the ancillary facilities.
Land use and Property		

Relevant Secretary's environmental assessment requirements desired performance outcomes	Environmental performance outcome	Implementation for SMu Ancillary Facilities
Socio-economic, land use and property The project minimises impacts to property and business and achieves appropriate integration with adjoining land uses, including maintenance of appropriate access to properties and community facilities, and minimisation of displacement of existing land use activities, dwellings and infrastructure.	The project would be appropriately integrated into local land-use planning strategies	The ancillary facility would be located on land currently used as recreational space. However the facility is temporary and will be rehabilitated to its original condition (or better) at the end of the project works.
	The surface footprint of the project would be minimised	The footprint of the ancillary facility has been minimised to limit impacts and to mitigate the requirements for rehabilitation of the land.
	The project would provide substantial future development opportunities.	Not relevant to this Plan. The ancillary facility is temporary only and not part of permanent works.
Business Impacts		
Socio-economic, land use and property The project minimises adverse social and economic impacts and capitalises on opportunities potentially available to affected communities. The project minimises impacts to property and business and achieves appropriate integration with adjoining land uses, including maintenance of appropriate access to properties and community facilities, and minimisation of displacement of existing land use activities, dwellings and infrastructure.	The project would minimise impacts on businesses during construction	The ancillary facilities would be located within Fraser Park and away from local businesses. Therefore, traffic and parking associated with the project is unlikely to affect local businesses. Generally, the presence of more workers in the area may have positive impacts on local businesses by providing more customers.
	During operation, the project would improve access to businesses for employees and customers, and connectivity between businesses within the global economic corridor.	Not relevant to this Plan. The ancillary facility is temporary only and not part of permanent works.
Non-Aboriginal heritage		
Heritage The design, construction and operation of the project facilitates, to the greatest extent possible, the long term	The project would be sympathetic to heritage items and, where feasible and reasonable, avoid and minimise impacts to non-Aboriginal heritage items an archaeology	There are no known heritage items within the vicinity of the proposed ancillary facility. An unexpected finds procedure will be implemented during the works.

Relevant Secretary's environmental assessment requirements desired performance outcomes	Environmental performance outcome	Implementation for SMu Ancillary Facilities
protection, conservation and management of the heritage significance of items of environmental heritage and Aboriginal objects and places. The design, construction and operation of the project avoids or minimises impacts, to the greatest extent possible, on the heritage significance of environmental heritage and Aboriginal objects and places.	The design of the project would reflect the input of an independent heritage architect, relevant stakeholders and the design review panel.	Not relevant to this Plan. The ancillary facility is temporary only and not part of permanent works.
Aboriginal heritage		
Heritage The design, construction and operation of the project facilitates, to the greatest extent possible, the long term protection, conservation and management of the heritage significance of items of environmental heritage and Aboriginal objects and places. The design, construction and operation of the project avoids or minimises impacts, to the greatest extent possible, on the heritage significance of environmental heritage and Aboriginal objects and places.	The project would be sympathetic to heritage items and, where feasible and reasonable, avoid and minimise impacts to Aboriginal heritage items and archaeology The design of the project would reflect the input of an independent heritage architect, relevant stakeholders and the design review panel.	There are no known heritage items within the vicinity of the proposed ancillary facility. An unexpected finds procedure will be implemented during the works
Landscape character and visual amenity		
Urban design The project design complements the visual amenity, character and quality of the surrounding environment. The project contributes to the accessibility and connectivity of communities. **Visual amenity** The project minimises adverse impacts on the visual amenity of the built and natural environment (including public open space) and capitalises on opportunities to improve visual amenity	During operation, the project would make a positive contribution to the quality of the urban environment at each station site During operation, the project would minimise change to landscape character in the vicinity of the dive structures and Artarmon substation The project would be visually integrated with its surroundings.	Not relevant to this Plan. The ancillary facility is temporary only and not part of permanent works.
Groundwater and geology		

Relevant Secretary's environmental assessment requirements desired performance outcomes	Environmental performance outcome	Implementation for SMu Ancillary Facilities
Water – hydrology Long term impacts on surface water and groundwater hydrology (including drawdown, flow rates and volumes) are minimised. The environmental values of nearby, connected and affected water sources, groundwater and dependent ecological systems including estuarine and marine water (if applicable) are maintained (where values are achieved) or improved and maintained (where values are not achieved). Sustainable use of water resources.	The project would make good any impacts on groundwater users	Not relevant to this Plan. Groundwater would not be impacted by the ancillary facility
	The project would avoid any damage to buildings from settlement.	The ancillary facility would not create any settlement issues.
Soils, contamination and water quality		
Soils The environmental values of land, including soils, subsoils and landforms, are protected. Risks arising from the disturbance and excavation of land and disposal of soil are minimised, including disturbance to acid sulfate soils and site contamination. **Water – quality** The project is designed, constructed and operated to protect the NSW Water Quality Objectives where they are currently being achieved, and contribute towards achievement of the Water Quality Objectives over time where they are currently not being achieved, including downstream of the project to the extent of the project impact including estuarine and marine waters (if applicable).	Erosion and sediment controls during construction would be implemented in accordance with Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004) and Managing Urban Stormwater: Soils and Construction Volume 2 (Department of Environment and Climate Change, 2008a)	Erosion and sediment controls will be applied to ancillary facilities is accordance with Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004) and Managing Urban Stormwater: Soils and Construction Volume 2 (Department of Environment and Climate Change, 2008a)
	There would be no impacts on aquatic environments associated with the disturbance of acid sulfate soils during construction	There is low potential for acid sulphates to be uncovered during the implementation of the ancillary facility due to the minimal excavation works proposed. Any unexpected finds procedure has been developed as part of the Construction Soil and Water Management Plan.
	Any contamination on project sites would be remediated to suit future land use	There is no known contamination at the proposed ancillary facility. Any contamination encountered will be managed in accordance with the unexpected finds procedure
	The project would protect or contribute to achieving the Water Quality Objectives during construction and operation	The ancillary facility is unlikely to impact water quality during construction and would be decommissioned prior to operation.
	Construction water quality discharge would comply with the requirements of an environment protection licence issued to the project	Water discharge from the ancillary facilities is not expected. Any discharge would be undertaken in accordance with the EPL and Sydney Metro requirements.

Relevant Secretary's environmental assessment requirements desired performance outcomes	Environmental performance outcome	Implementation for SMu Ancillary Facilities
	Operation water quality discharge would comply with a discharge criteria determined in consultation with the NSW Environment Protection Authority	Not relevant to this Plan. The ancillary facility is temporary only and not part of permanent works
Social impacts and community facilities		
Socio-economic, land use and property The project minimises adverse social and economic impacts and capitalises on opportunities potentially available to affected communities. The project minimises impacts to property and business and achieves appropriate integration with adjoining land uses, including maintenance of appropriate access to properties and community facilities, and minimisation of displacement of existing land use activities, dwellings and infrastructure.	The project would avoid long term impacts (during operation) on the availability and quality of public open space and community facilities	Not relevant to this Plan. The ancillary facility is temporary only and not part of permanent works
	The project, during operation, would help to improve access to local facilities, services and destinations, supporting opportunities for community interaction.	Not relevant to this Plan. The ancillary facility is temporary only and not part of permanent works
Biodiversity		
Biodiversity The project design considers all feasible measures to avoid and minimise impacts on terrestrial and aquatic biodiversity. Offsets and/or supplementary measures are assured which are equivalent to any remaining impacts of project construction and operation.	The biodiversity outcome would be consistent with the Framework for Biodiversity Assessment	No biodiversity impacts will occur as a result of the establishment or operation of the ancillary facility.
	The project would minimise impacts to biodiversity	Measures to minimise impacts to biodiversity are included within ERAP 2 Tree Protection
Flooding and Hydrology		

Relevant Secretary's environmental assessment requirements desired performance outcomes	Environmental performance outcome	Implementation for SMu Ancillary Facilities
Flooding The project minimises adverse impacts on existing flooding characteristics. Construction and operation of the project avoids or minimises the risk of, and adverse impacts from, infrastructure flooding, flooding hazards, or dam failure. **Water – hydrology** Long term impacts on surface water and groundwater hydrology (including drawdown, flow rates and volumes) are minimised. The environmental values of nearby, connected and affected water sources, groundwater and dependent ecological systems including estuarine and marine water (if applicable) are maintained (where values are achieved) or improved and maintained (where values are not achieved). Sustainable use of water resources.	Changes to overland flow diversions during construction would meet the following criteria: - Not worsen existing flooding characteristics up to and including the 100 year annual recurrence interval event in the vicinity of the project (not worsen is defined as a maximum increase flood levels of 50mm in a 100 year Average Recurrence interval flood event, a maximum increase in time of inundation of one hour in a 100 year Average Recurrence interval flood event, and no increase in the potential for soil erosion and scouring from any increase in flow velocity in a 100 year Average Recurrence interval flood event).	The proposed ancillary facility would be small in nature. All sheds will be on stilts. Therefore, the facilities will not impact on flood storage or existing flow regimes. The impact on flooding during the establishment and operation of the facility will be negligible. JHLOR would also carry out localised drainage improvements which would further reduce any localised flooding impacts.
	Dedicated evacuation routes would not be adversely impacted in flood events up to and including the probable maximum flood.	Flood evacuation routes will not be impacted
	There would be no additional private properties affected by flooding up to and including the 100 year average recurrence interval event during operation	The proposed ancillary facility is minor in nature, any impact on flooding will be negligible
	Flood levels would be increased by a maximum of 470 mm during the 100-year average recurrence interval event in the vicinity of the Marrickville dive structure during operation	Not relevant to this Plan. The ancillary facility is temporary only and not part of permanent works
	The performance of the downstream drainage network would be maintained during operation	Not relevant to this Plan. The ancillary facility is temporary only and not part of permanent works
Air Quality		
There are no Secretary's environmental assessment requirements relevant to air quality	Dust and exhaust emissions during construction would be minimised.	Air quality would be managed at the ancillary facilities in accordance with the controls in the Air Quality Management Plan.
Hazard Risk		
There are no Secretary's environmental assessment requirements relevant to hazard and risk.	The storage, use and transport of dangerous goods and hazardous substances would comply with Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (Department of Planning, 2011)	Storage, use and transport of hazardous materials would be managed at the ancillary facilities in accordance with the controls outlined in the Construction Soil and Water Management Plan and the CEMP.

Relevant Secretary's environmental assessment requirements desired performance outcomes	Environmental performance outcome	Implementation for SMu Ancillary Facilities
	There would be no unplanned or unexpected disturbance of utilities.	Any utilities that require protection or isolations would be carried out in consultation with the asset owner.
Waste Management		
Waste All wastes generated during the construction and operation of the project are effectively stored, handled, treated, reused, recycled and/or disposed of lawfully and in a manner that protects environmental values.	All waste would be assessed, classified, managed and disposed of in accordance with the NSW Waste Classification Guidelines	All waste generated at the ancillary facilities will be classified and disposed of in accordance with the NSW Waste Classification Guidelines
	100 per cent of spoil that can be reused would be beneficially reused in accordance with the project spoil reuse hierarchy.	Minimal spoil will be generated from the proposed ancillary facility during establishment works. Any spoil generated would be classified in accordance with the spoil management plan. Spoil suitable for reuse will be reused on site or at a suitable licensed offsite recycling facility.
	A recycling target of at least 90 per cent would be adopted for the construction of the project.	The 90% recycling target will be implemented for waste generated at the ancillary facilities in accordance with the Waste and Recycling Management Plan.
Sustainability		
The project reduces the NSW Government's operating costs and ensures the effective and efficient use of resources. Conservation of natural resources is maximised.	The project would be carried out in accordance with the Sydney Metro City & Southwest Environment and Sustainability Policy	The proposed ancillary facility will be established and operated in accordance with this Policy
	25 per cent of the greenhouse gas emissions associated with consumption of electricity during construction would be offset	This target will be applied to the proposed ancillary facility through the Construction Sustainability Management Plan.
	100 per cent of the greenhouse gas emissions associated with consumption of electricity during operation would be offset.	Not relevant to this Plan. The ancillary facility is temporary only and not part of permanent works

Appendix C – Consultation Register

Agency	Comment	JHLOR Response
Environment Protection Authority	No response was received from the EPA.	N/A
Inner West Council	No comment was made on this plan.	N/A

Appendix D - Noise Calculation

Table 8 - Nearest Sensitive Receivers

Site Compound	Nearest Sensitive Receivers	Type	Distance
Fraser Park Compound	A - 108 Railway Road	Residential	134m
	B - 29 Bridge St	Residential	167m
	C - 133 Meeks Road	Residential	339m
	D – Fraser Park Sports Field	Active Recreation	30m
	E – 43 Marrickville Road	Residential	81m

Figure 5 - Local Receiver Types

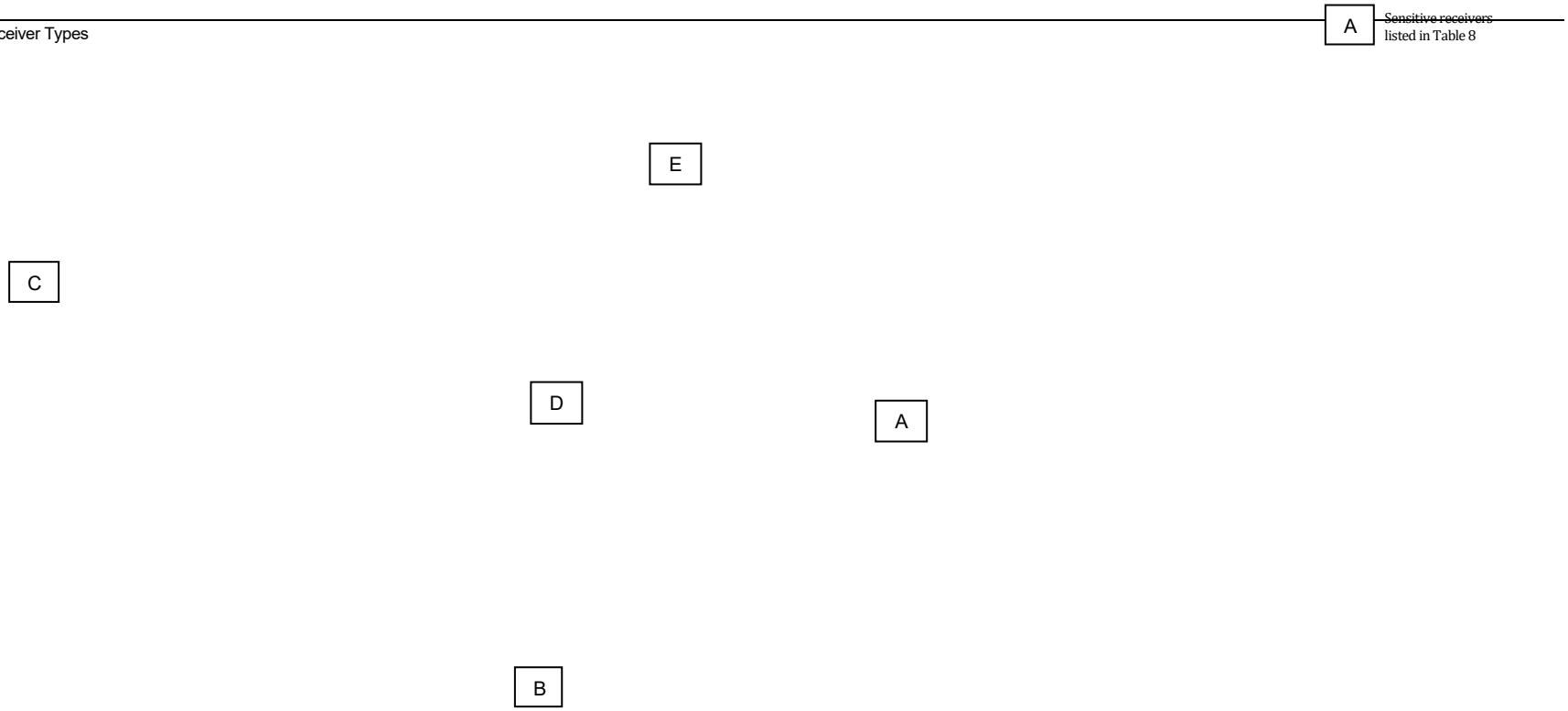


Table 9 - Predicted Noise Impacts

	Nearest Residential Receiver (Sensitive Receiver E in Figure 5)				**Active Recreation Receiver (Sensitive Receiver D in Figure 5)**			
Activity (worst case)	Predicted (dBA)	NML (day) (dBA)	NML (evening) (dBA)	NML (night) (dBA)	Predicted(dBA)	NML (dBA) (day)	NML (evening) (dBA)	NML (night) (dBA)
Establishment								
Earthworks, deliveries	43	62	48	43	50	65	65	65
Install facilities	44	62	48	43	50	65	65	65
Operations								
Deliveries, light vehicle use	43	62	48	43	50	65	65	65

Appendix E – Possession Schedule

(subject to change)

Appendix F – Environmental Control Map