

Site-specific Ancillary Facilities Management Plan: Smith Street Storage Area

Project Name: WestConnex New M5

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| Signature: | | | | | | |

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Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this Plan is reviewed and approved. The Support Services Director (SSD) is responsible for updating this Plan to reflect changes to the Project, legal and other requirements, as required.

Amendments

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

Revision Details

| Revision | Details |
|----------|--|
| 00 | Prepared for DP&E approval |
| 01 | Minor corrections |
| 02 | Update to include additional storage items |
| 03 | Update to include M5 AT/RMS comments. |
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1. Introduction

1.1 Context

The New M5 Project is the Stage 2 component of the WestConnex scheme, a NSW Government initiative to connect Sydney's west and south-west with the Sydney Airport and the Port Botany precinct. It is being delivered by the Sydney Motorway Corporation (SMC), formerly the WestConnex Delivery Authority (WDA).

The CPB Contractors Dragados Samsung Joint Venture (CDS-JV) will deliver the design and construction of WestConnex Stage 2 referred to as the New M5 (the Project). The Project will run from the existing M5 East corridor at Beverly Hills via tunnel to St Peters, providing improved access to the airport, south Sydney and Port Botany precincts. The Project will substantially improve the east - west corridor access between the Sydney CBD, Port Botany and Sydney Airport precincts and the South West growth areas.

The Project will deliver approximately nine kilometres of two-lane twin tunnels with capacity to operate three lanes in the future, motorway to motorway connections to the King Georges Road Interchange Upgrade at Beverly Hills, and a new interchange at St Peters. Infrastructure Approval was granted for the project on 20 April 2016. Major works commenced in mid 2016 and the New M5 tunnel is scheduled to open to traffic in early 2020.

The New M5 Environmental Impact Statement (EIS) identified and assessed a number of ancillary facilities required to support construction of the New M5 project. These temporary ancillary facilities included construction compounds, parking areas, stockpile sites, laydown areas, workshops and amenities.

The Ancillary Facilities Management Plan is the overarching framework that outlines the environmental management practices and procedures for the establishment and operation of ancillary facilities associated with the New M5 project.

1.1.1. Purpose and scope

This Site-specific Ancillary Facilities Management Plan (SSAFMP) describes an ancillary facility additional to those described in the New M5 EIS. The facility is located on a parcel of RMS owned land at 2 Smith Street, Tempe. The site would be currently used for temporarily storing bricks from the demolished Rudders Bond Store, until a permanent solution for their use is determined (Revision 1 of this document). The site is also proposed to be used for temporary storage of operational equipment for tunnels prior to its installation.

The site does not meet the locational criteria identified in condition of approval (CoA) D62 and does not meet the requirements of a minor ancillary facility (CoA D64) as it is located outside the active construction zone. This SSAFMP has been prepared for the approval of the Secretary, Department of Planning and Environment (DP&E), to satisfy CoA D63.

2. Environmental Planning Requirements

2.1 Compliance with CoA D63

Section 4 and Appendix E of the approved Ancillary Facilities Management Plan (AFMP) describe the approval pathways for ancillary facilities associated with the project. For proposed ancillary facilities that are not included in the EIS and are not compliant with CoA D62 or D64, a Site-Specific Ancillary Facilities Management Plan (SSAFMP) is required to be approved by the Secretary, DP&E.

The Smith Street Storage Area Ancillary Facility is not included in the EIS and is located outside of the construction zone, therefore approval of the facility under CoA D63 is required. Table 1 identifies the requirements of CoA D63 and where they are addressed in this SSAFMP.

Table 1: Compliance with requirements of CoA D63

| CoA D63 Reference | Requirement | Where addressed |
|-------------------|--|-----------------|
| a) | a detailed description of the ancillary facility, including proposed use and access arrangements; | Section 3.1 |
| b) | a review of the environmental and social impacts of the ancillary facility, including an analysis of compliance with the locational criteria specified in condition D62; | Section 3.2 |
| c) | measures to avoid, mitigate and manage environmental and social impacts associated with the ancillary facility; and | Section 5 |
| d) | demonstration that, with the measures proposed in accordance with (c), the impacts of the ancillary site are consistent with - <ul style="list-style-type: none"> i. the overall project impacts described in documents referred to in conditions A2(b) and A2(c), and ii. all relevant conditions of this approval. | Section 6 |

3. Identify and Assess

3.1 Detailed description of the ancillary facility

3.1.1 Site description

The site of the storage facility is 2 Smith Street, Tempe (refer Figure 1).

Smith Street is a single carriageway local road approximately 300m long that provides access to a mix of residential properties and industrial premises. At the western end of Smith Street is a four-way fully signalised intersection with the Princes Highway, while at the eastern end Smith Street is a cul-de-sac.

Large industrial lots extend the entire length of Smith Street on its northern side, whereas residential properties line the entire length of the southern side. At the eastern end of Smith Street directly adjoining the cul-de-sac is a container storage facility and access to a nearby stormwater detention basin. The site is within close proximity to Sydney Kingsford Smith Airport and would experience high levels of aircraft noise between the hours of 6am til 11pm each day.

The site occurs at the eastern most end of Smith Street on the corner of South Street. The site is vacant RMS owned land, approximately 1480m² in size that was previously used as a coach building premise. The majority of the site (approximately 75%) consists of hardstand open space, with two sheds in the southeast corner of the site the only structures. The only vegetation present on site is scattered weed groundcover and a single branch of a fig tree (*Ficus* sp.), growing from the adjoining property. A 5 foot galvanized iron fence borders the site and a chainwire steel gate provides access to the site from Smith Street.

3.1.2 Site activities

The site is currently being used to temporarily store approximately 250 tonnes of building material (bricks) that remain from the demolition of the Rudders Bond Store, St Peters.

The material is stored loose (ie not within skips or pallets) on the hard stand portion of the site until such time as an arrangement with the City of Sydney can be reached about the permanent use of the material. The bricks are anticipated to be stored on site for a period of up to two years. In addition to the bricks, it is also proposed to temporarily store large operational equipment prior to its installation in the tunnels.

The items would be transported to site by trucks using the Princes Highway and Smith Street and offloaded with a crane. It is anticipated that there would be two main delivery events with up to six delivery trucks in late July/early August 2018 and a further five deliveries in August/September 2018. These items will be progressively removed from the site during late 2018 and early 2019. Subject to RMS approval, further deliveries and storage may occur at the site depending on laydown area available at this or the relevant construction site. Any further storage would be consistent with the above described use.

The site will continue to be managed by Roads and Maritime Services and CDS-JV until such time as a permanent use for the brick material can be determined and/or all operational equipment is removed from site.

When agreement on the permanent use for the brick material is reached, the material would be loaded into skips and transported to the agreed location. Once all material and equipment has been removed, the site would be returned to a state similar to its current condition or better in accordance with CoA D65.

3.1.3 Hours of operation

Delivery of material and equipment would occur during standard working hours, where possible:

- 7 am – 6 pm Monday to Friday, inclusive; and
- 8 am – 1 pm Saturday;
- At no time on Sundays or public holidays.

The only deliveries that would occur outside of standard construction hours would be those required for safety and/or road network restrictions. These deliveries would be carried out in accordance with the applicable Road Occupancy Licence (ROL).

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3.1.4 Services and utilities

Connection to the local electricity network would be required for maintenance of the stored equipment. Connection would be as per the previous building connections on site. No other services are needed.

3.1.5 Vehicle movements and site access

To minimise traffic and environmental impacts, access routes to Smith Street have been selected to utilise the State and regional road network (refer to Figure 3).

For delivery of bricks from the Rudders Bond Store, vehicles would depart from 33 Burrows Road and head south bound on Burrows Road until they reach the Canal Road intersection. Vehicles would turn right into Canal Road travelling westbound until the intersection of the Princes Highway. At the Princes Highway vehicles would turn left travelling southern bound until reaching the intersection of Smith Street. The length of the journey is approximately 3 kilometres and it is expected to take in the order of 10 minutes depending traffic. Burrows Road and Canal Road are Regional Roads and The Princes Highway a State Road under the RMS' Schedule of Classified Roads and Unclassified Regional Roads (April 2017). For delivery of the operational equipment, vehicles would use the State and regional road network to access Princes Highway and Smith Street. DP&E approval for the use of Smith Street has been obtained under CoA D46 for the use of this local road by heavy vehicles.

Access and egress to the site would be via the driveway on Smith Street. No new access or egress points are required to be created. Vehicle movements would be infrequent with deliveries to and from site anticipated to occur as described in Section 3.1.2 above.

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Figure 1: Site location



Image courtesy NSW Spatial Information Exchange, NSW Spatial Services 2017

Site-specific AFMP: Smith Street Storage Area



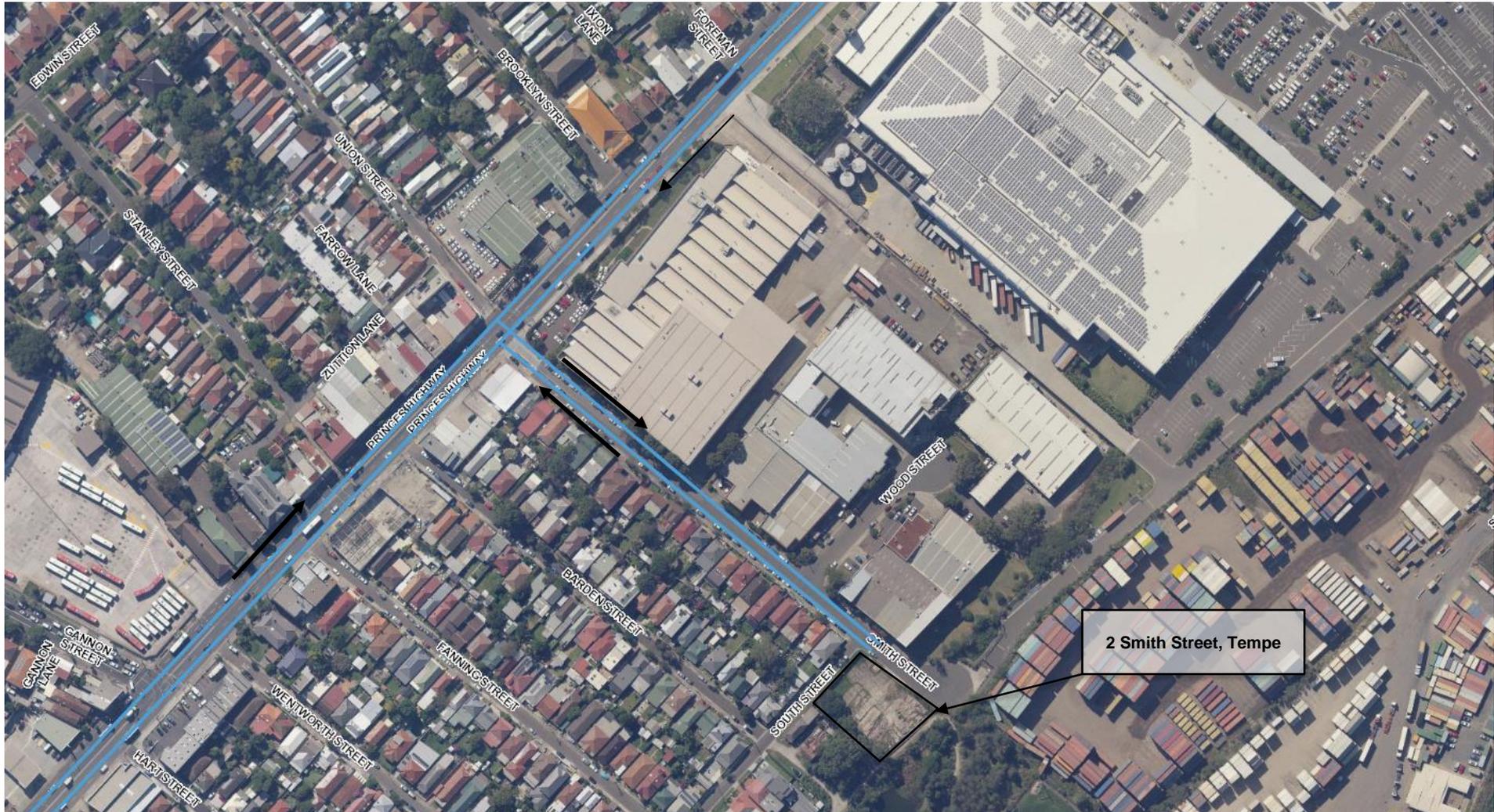
Figure 2: 2 Smith Street, St Peters



Image courtesy NSW Spatial Information Exchange, NSW Spatial Services 2017

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Figure 3: Site access routes



3.2 Construction aspects and environmental impacts

3.2.1 Locational criteria assessment

Table 2: Locational criteria for ancillary facilities (CoA D62)

| CoA D62 Reference | Requirement | Compliant | Comments |
|-------------------|--|-----------|---|
| a) | Be located more than 50 metres from a waterway; | ✘ | The storage site occurs approximately 50 m from a large stormwater detention basin (Figure 2). Refer to Section 3.2.5 for further details and Section 5 for controls. |
| b) | Be located within or adjacent to land where the SSI is being carried out; | ✘ | The site is not within the active construction footprint of the SSI. The site is located at 2 Smith Street Tempe which is not within the construction footprint. The site is approximately 1.2km north of the Arncliffe construction site. |
| c) | Have ready access to the road network; | ✓ | The site has ready access to Smith Street and the Princes Highway. Refer to Figure 3 for further information on site access. |
| d) | Be located to minimise the need for heavy vehicles to travel on local streets and/or through residential areas; | ✓ | Access to the site has been developed to minimise the need to local streets. Access to the site uses state or regional roads aside from approximately 300 m of Smith Street |
| e) | Be sited on relatively level land; | ✓ | The storage area is level hard stand land. |
| f) | Be separated from nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant); | ✘ | The site is within 200m of residential areas of Smith Street, Tempe. The nearest residences adjoin the southern boundary of the site. Refer to Sections 3.2.3 and 3.2.4 and Figure 3. Refer to Section 5 for controls. |
| g) | Not require vegetation clearing beyond that already required by the SSI; | ✓ | The site is devoid of native vegetation and use of the site as a temporary storage area would not result in the clearing of any vegetation. |
| h) | Not impact on heritage items (including areas of archaeological sensitivity) beyond those already impacted by the SSI; | ✓ | The site does not contain any heritage items that would be impacted. |
| i) | Not unreasonably affect the land use of adjacent properties; | ✓ | The site will be used for the storage of building material and operational equipment for a temporary period of time. The transport and placement, and subsequent removal of the material and equipment on site would require infrequent deliveries with up to twelve heavy vehicle movements occurring in one day. The transport and storage of material would not unreasonably affect adjacent properties. |

| CoA D62 Reference | Requirement | Compliant | Comments |
|-------------------|--|-----------|--|
| j) | Be above the 20 ARI flood level unless a contingency plan to manage flooding is prepared and implemented; and | ✓ | The site is within the 20 year ARI flood level. Flood contingency measures are provided in Section 5 of this SSAFMP. |
| k) | Provide sufficient area for the storage of raw materials to minimise, to the greatest extent practical, the number of deliveries required outside standard construction hours. | ✓ | The site is considered to have sufficient storage area for the material. Deliveries will occur during standard hours, except where required by a Road Occupancy Licence (ROL) or for safety reasons. |

3.2.2 Traffic and transport

A route from the Rudders Bond building to the site has been selected that uses the regional and arterial road network. Vehicles would depart from the Rudders Bond Store (33 Burrows Road) and head south bound on Burrows Road until they reach the Canal Road intersection. Vehicles would turn right into Canal Road travelling westbound until the intersection of the Princes Highway. At the Princes Highway vehicles would turn left travelling south bound until reaching the intersection of Smith Street.

Burrows Road and Canal Road are Regional Roads and the Princes Highway is a State Road under the RMS' Schedule of Classified Roads and Unclassified Regional Roads (April 2017). The length of the journey is approximately 3 kilometres and it is expected to take in the order of 10 minutes depending traffic (refer to Figure 3).

For delivery of the operational equipment, vehicles would use the State and regional road network to access Princes Highway and Smith Street. DP&E approval for the use of Smith Street has been obtained under CoA D46 for the use of this local road by heavy vehicles.

The roads that would be travelled for transporting the material to the Smith Street site carry significant light and heavy vehicle movements each day, particularly during peak periods (New M5 EIS RMS 2015). The proposal would result in up to an additional 12 heavy vehicle movements in one day during deliveries, however, delivery days would be infrequent. These traffic movements are therefore not anticipated to have any noticeable change to mid block traffic flows or intersection performance along the any of the State or Regional Roads.

Smith Street is a local road that services a mix of residential and industrial land uses. The intersection of Smith Street and the Princes Highway is a full signalised intersection. Vehicles returning to the Rudders Bond Store or otherwise and turning left or right from Smith Street into the Princes Highway have a dedicated traffic light phase. Heavy vehicles already use Smith Street to access the nearby industrial premises and the addition of up to 12 heavy vehicle movements in a day would not change the performance of the intersection.

3.2.3 Noise and vibration

The delivery and placement of the material and equipment to and from site would occur during standard daytime construction hours of 7am to 6pm Monday to Friday.

It is expected that the 250 tonnes of building material would require up to 12 deliveries by truck, resulting in 24 truck movements along Smith Street. In addition, up to 12 truck movements per day would occur during delivery of the operational infrastructure. A construction noise estimation tool was used to quantify the noise levels from the additional heavy vehicle movements along Smith Street. The assessment was conservative in that it did not factor in the elevated background noise levels from the adjoining industrial areas, the container depot or the aircraft noise from the nearby flight path. Nonetheless, the assessment concluded that the additional 24 truck movements would add less than 1dBA to existing background noise levels in the area.

The depositing of the brick material on site would result in some short term elevated noise levels at the residential receivers immediately adjacent to the site. In addition, a crane (100 t) would be used to



offload/load the operational equipment from delivery trucks. These short duration increases in noise would be noticeable, however not out of character with the noise currently experienced in the locality. The increase in noise would be short term (limited to the time it would take to deposit the material on site). When a permanent use for the building material is determined and the material is loaded back into trucks for transport, there would be a similar short term increase in noise as a result of the loading of the material back onto trucks. Similarly, when the operational equipment is loaded back onto trucks for delivery to construction sites, there would be a short term increase in noise.

3.2.4 Visual amenity

The site is within an industrial and residential area that is effectively screened from surrounding areas by the galvanized iron boundary fence. Views into the site are possible from the cul-de-sac of Smith Street however the site does not possess any unique or sensible visual character. The site would be rehabilitated to its existing condition, subsequent to the completion of the works. Management measures outlined in Table 5 would be implemented to minimise visual amenity and light spill impacts at the site.

3.2.5 Soil and water quality

Although the site is within 50m of a stormwater detention area, the potential for impacts to soil and water quality are considered minimal.

The material/equipment transported and temporarily stored on site would be restricted to building material, specifically bricks and similar sized concrete pieces, and large containers holding the operational equipment. This material does not contain high volumes of fines or material that would easily be mobilized and transported off site. The site does not appear to be within an active flow path that would be inundated in rainfall events.

All material would be stored on the flat hard stand area of the site and no excavation works would be required. The proposal would not increase the erosion potential on site.

With the implementation of mitigation measures outlined in Table 5, it is expected that potential soil and water quality impacts at the site would be minimal.

3.2.6 Air quality

Air quality impacts associated with the temporary storage of the building material would be minimal. During the depositing and loading of the material on site, there is the potential for the generation of dust.

Given the temporary and minor nature of the works, and with the implementation of measures outlined in Table 5, any impacts to air quality are expected to be minor.

3.2.7 Waste and contamination

All material transported to the site would be stored temporarily on site until a long term destination/use is determined. When an agreement is reached, all the building material transported to the site would be removed. No waste material would be permanently stored on site.

3.2.8 Rehabilitation

In accordance with CoA D65, ancillary facilities must be rehabilitated to at least their pre-construction condition or better, to the satisfaction of the Secretary, unless otherwise agreed by the landowner. Restoration works would include cleanup and removal of all material from the site.

3.2.9 Construction activities and associated impacts summary

Key construction activities to be conducted at the Smith Street site are identified in Table 3 below, along with the associated impacts and corresponding environmental controls.



Table 3: Key site activities proposed during construction

| Key work activities | Key environmental impacts | Key environmental controls |
|--|--|---|
| <ul style="list-style-type: none"> Placement of bricks on site and the removal of the bricks from site Delivery and temporary storage of operational equipment and subsequent removal from site. | Impacts to the performance of the road network | Vehicles would be restricted to using the defined haul route identified in Figure 3. |
| | Amenity impacts (visual, noise, light spill) on adjacent residential areas | Delivery and removal of bricks and stored equipment from site would be restricted to day time construction hours only. Refer to the management measures in Section 5 Also refer to the Construction Noise and Vibration Management Plan (M5N-ES-PLN-PWD-0003-14) and the AFMP |
| | Spills or leaks of fuels from delivery trucks | Refer to the management measures in Section 5 Also refer to the Construction Soil and Water Quality Sub-plan (M5N-ES-PLN-PWD-0005) and the AFMP |
| | Dust and emissions/air quality impacts | Refer to the management measures in Section 5 Also refer to the Construction Air Quality Sub-plan (M5N-ES-PLN-PWD-0002) |



4. Consultation

Given the nature and scale of the proposal, consultation with stakeholders has not been undertaken to date.

Community notification will be provided to advise the homes backing onto the site and 6 Smith Street (the home on the corner of Smith Street/South Street) as they are in the immediate vicinity of the site. The notification will be provided at least five days prior to the delivery of bricks on site..

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5. Implement Controls

The table below details mitigation and management measures to specifically address the identified potential environmental impacts resulting from the use of the site as a temporary storage area.



Table 4: Site-specific environmental safeguards

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|--------------------|--|------------------------------------|------------------------------------|
| WC1. | General | <ul style="list-style-type: none"> All relevant safeguards provided in the Ancillary Facilities Management Plan (M5N-ES-PLN-PWD-0026), the Construction Environmental Management Plan (M5N-ES-PLN-PWD-0001) and all sub-plans must be implemented. | Project manager | Prior to and during site operation |
| WC2. | | <ul style="list-style-type: none"> Training will be provided to all Project personnel, including relevant sub-contractors on site management requirements through inductions, toolboxes and targeted training where required. | Project manager | Prior to and during site operation |
| WC3. | Community | <ul style="list-style-type: none"> CDS-JV will advise affected residents and property owners of the site use in accordance with the Community Communication Strategy. | Community relations manager | Prior to and during site operation |
| WC4. | | <ul style="list-style-type: none"> Community complaints will be recorded and actioned in accordance with the Community Communication Strategy. | Community relations manager | Site operation |
| WC5. | Traffic and access | <ul style="list-style-type: none"> Access to site will only be from the Princes Highway onto Smith Street. | Project manager Site supervisor | Site operation |
| WC6. | | <ul style="list-style-type: none"> Deliveries will be carried out during standard construction hours where feasible and reasonable. Project personnel to be made aware of appropriate access and parking requirements for the site during induction/toolbox talks. | Site supervisor | Site operation |

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SAMSUNG C&T

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|-------|-----------------|--|--|----------------|
| WC7. | Noise | <p>Appropriate behavioural practices to be reinforced at site inductions / toolboxes, including:</p> <ul style="list-style-type: none"> • Relevant site approval conditions and site specific mitigation measures • Location of nearest sensitive receivers • No unnecessarily loud speaking or shouting, • No loud stereos/radios on site, • No dropping of materials from height where practicable or throwing of items, and • No slamming of doors. | Site supervisor | Site operation |
| WC8. | | Ensure all deliveries occur during standard construction hours where reasonable and feasible. | Site supervisor | Site operation |
| WC9. | | Non-tonal reversing beepers (or an equivalent mechanism) must be fitted & used on all vehicles regularly used on site. | Project Manager Site supervisor | Site operation |
| WC10. | | <ul style="list-style-type: none"> • Plant and equipment would be switched off when not in operation for periods of greater than 15 minutes. Where reasonable and feasible, noisy equipment will be substituted for alternative low-emitting equipment particularly for activities or in locations that may impact on potential noise sensitive receivers. | Site supervisor Environmental advisor | Site operation |
| WC11. | | <ul style="list-style-type: none"> • Noisy equipment and equipment with directional noise emissions will be orientated away from neighbouring properties where practicable. The distance between plant and noise sensitive receivers will be maximised where practical. Avoid/ limit simultaneous operation of noisy plant and equipment within discernible range of a sensitive receiver. | Site supervisor Environmental advisor | Site operation |
| WC12. | Flora and fauna | <ul style="list-style-type: none"> • If a threat to an animal is evident onsite, the Site supervisor and/or Environmental advisor must be notified immediately. Works may need to cease if the animal is in danger or harmed until it has been relocated. • The handling of injured fauna must be carried out by licensed fauna handler such as fauna ecologist or wildlife carer. | Site supervisor Environmental advisor | Site operation |

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| No. | Impact | Environmental safeguards | Responsibility | Timing |
|-------|----------------|--|---|-------------------------------------|
| WC13. | | <ul style="list-style-type: none"> Rehabilitation of site to occur at the completion of site operations to at least its pre-construction condition (refer Section 3.2.8), or as otherwise agreed with the landowner. | Project Manager | At the completion of site operation |
| WC14. | Soil and Water | <ul style="list-style-type: none"> Erosion and sedimentation control plan to be developed for the site consistent with Managing Urban Stormwater – Soils and Construction Vols 1 and 2, 4th Edition (Landcom 2004). | Environmental advisor | Prior to site operation |
| WC15. | | <ul style="list-style-type: none"> Sediment controls to be inspected and maintained as necessary | Site supervisor | Site operation |
| WC16. | | <ul style="list-style-type: none"> Sediment controls to be inspected and maintained as necessary, including after rain | Site supervisor Environmental advisor | Prior to site operation |
| WC17. | | <p>The following measures to be in place to avoid and manage spills:</p> <ul style="list-style-type: none"> Storage of fuels, chemicals and other hazardous materials to be in appropriately secure and bunded areas in accordance with EPA guidelines Chemical storage areas to be sited away from property boundaries Spills or contaminated runoff would be captured and treated and / or disposed of at a licensed facility Any re-fuelling and wash down would be undertaken in bunded areas to mitigate risks in relation to spills or leaks of fuels / oils or other hazardous onsite construction material Any soil which has been contaminated with fuel, oils or other chemicals would be disposed as contaminated soil by a waste subcontractor. | Project manager Site supervisor Environmental advisor | Site operation |
| WC18. | | <ul style="list-style-type: none"> In the event of a spill the Spill Management Procedure will be implemented. Emergency spill kits will be kept onsite and Project personnel would be aware of the location of spill kits and trained in their use. | Site supervisor Environmental advisor | Site operation |

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| No. | Impact | Environmental safeguards | Responsibility | Timing |
|-------|----------------|--|---|-------------------------|
| WC19. | Visual amenity | <ul style="list-style-type: none"> Site fencing to be maintained during site operation | Project Manager Site supervisor Environmental advisor | Site operation |
| WC20. | Air quality | <ul style="list-style-type: none"> Dust suppression measures to be incorporated into the Erosion and Sedimentation Control Plan for the site. | Environmental advisor | Prior to site operation |
| WC21. | | Control emissions on site, including: <ul style="list-style-type: none"> Ensure all construction vehicles comply with their relevant emission standards Ensure that, where practicable engine idling is minimised when vehicles are stationary Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable Promote and encourage sustainable travel (public transport, cycling, walking, and car-sharing) No bonfires and burning of any materials including waste. | Project Manager Site supervisor | Site operation |
| WC22. | Waste | <ul style="list-style-type: none"> All liquid and/or non-liquid waste generated on the site must be assessed and classified in accordance with Waste Classification Guidelines (DECCW, 2009) or any superseding documents. | Site supervisor Environmental advisor | Site operation |
| WC23. | | <ul style="list-style-type: none"> All waste materials removed from the site must only be directed to a waste management facility or premises lawfully permitted to accept the materials. | Site supervisor Environmental advisor | Site operation |



6. Consistency with existing project impacts and approvals

The use of the Smith Street storage area will assist in achieving the environmental objectives for the New M5 project as identified in the EIS, the CEMP and associated Sub-plans. The proposed facility is for the purpose of storing bricks from the demolition of the Rudders Bond Store.

The impacts associated with the site, identified in Section 3.2, are considered to be minor, and consistent with the impacts identified in the New M5 EIS and other project approval documentation. The identified impacts can be appropriately managed through implementation of the management measures identified in Section 5 of this SSAFMP as well as those identified in the AFMP, the CEMP and the relevant Sub-plans.

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Appendix A

Stockpiled bricks from the demolished Rudders Bond Store to be temporarily stored at Smith Street



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storage area

WestConnex New M5



5 May 2017 7:19:48 am