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SYDNEY METRO
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CONTRACT No. 00013/11864

CONSTRUCTION TRAFFIC MANAGEMENT PLAN
MAIN WORKS
(REV E)

3 MAY 2021

DOCUMENT IS NOT CONTROLLED WHEN ACCESSED OUTSIDE OF ABERGELDIE'S INTEGRATED MANAGEMENT SYSTEM (AIMS)

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1.3 DEFINITIONS

CEMP	Construction Environmental Management Plan
CMP	Contract Management Plan
PMP	Pedestrian Movement Plan(s)
RASS	Radar activated speed sign(s)
TfNSW	Transport for NSW
RTO	Regional Traffic Operations
ROL	Road Occupancy Licence(s)
SZA	Speed Zone Authorisation
TCP	Traffic Control Plan(s)
TCWS	TfNSW Traffic Control at Work Sites Manual
TMC	Transport Management Centre
TMP	Traffic Management Plan(s)
VMP	Vehicle Movement Plan(s)
VMS	Variable message sign(s)
CJP	TfNSW – Customer Journey Planning - Operations
DPIE	Department of Planning Industry and Environment
WHSMP	Work, Health and Safety Management Plan
MCoA	Minister’s Conditions of Approvals
ER	Environmental Representative
WSPT	Western Sydney Parklands Trust

COMPLIANCE MATRIX

The following compliance matrix demonstrates the alignment of this management plan fulfilling the requirements of Section 2.3 of G10 specifications.

ITEM	REQUIREMENT	REFERENCE IN THIS DOCUMENT
(1)	Details of any traffic staging arrangements, Traffic Staging Plans and time periods associated with each stage	Section 11
(2)	Traffic Control Plans	Section 7, 11 and Appendix A
(3)	Vehicle Movement Plans	Section 6, 11 and Appendix B
(4)	Provision of access to adjoining properties and side roads affected by the construction	Appendix A, B
(5)	Copies of any ROL (refer Clause 2.2) and approvals from other relevant authorities obtained.	N/A for Main Works
(6)	Design drawings for any temporary roadways and detours	N/A
(7)	Names and contact details of nominated personnel responsible for attendance at traffic incidents where required to do so by the Police and emergency services, and for maintenance of traffic control devices and temporary roadways outside normal working hours.	Section 19
(8)	Monitoring, review and amendment mechanisms	Section 18

Title	Sydney International Speedway, Eastern Creek Construction Traffic Management Plan
Approved on behalf of Transport for NSW	[Insert name of TfNSW project manager]
Signed	
Dated	
Approved on behalf of Abergeldie by	[Insert name of Construction Contractor Project Director]
Signed	
Dated	

‘

2 DOCUMENT CONTROL

2.1 APPROVAL

FUNCTION	POSITION	NAME	SIGNATURE	DATE
Prepared by	Senior Project Engineer	Devek Naidu		04/01/2021
Revised by	Interface Manager	Ari Kalamotas		9/04/2021
Reviewed by	Abergeldie Project-Construction Manager	Joseph Maklouf		9/04/2021
Approved by	Abergeldie Project Director	Dmitri Khomoutov		9/04/2021

2.2 DOCUMENT REVISION STATUS

Each page of this document bears a document number and revision date. When revisions to the document are issued, the following table will be updated to show the most recent revision level. The revised document will be forwarded to the holders of controlled copies. Recipients are responsible for destroying or marking “superseded” on the previous revision.

REVISION DATE	AMENDMENT DESCRIPTION
A – 24/11/2020	Initial version Issued for Main Works commencement
B – 30/11/2020	Updated with Sydney Metro review comments Updated with Sydney metro Review Comments issued on 26/11/20 & CTMP review meeting on 27/11/20
C – 07/12/2020	Updated with RSA and CJP review comments
D – 05/01/2021	Minor administrative updates to address the requirements of the project approval SSI 10048
E – 09/04/2021	Updated to reflect changes as a result of Consistency Assessment (Ref: SM-21-00064719) & (Ref: SM-21-0007299) Also addition of Appendix N (Construction Traffic Management – Precast Facility)

Any changes within this document that modify either the scope or intent of the original document are highlighted in the right margin by a vertical bar (|).

Where review and revision is deemed warranted, i.e. such as comments received from the Client, or where necessary to reflect changes in contractual or Project requirements, or as a result of an incident then these revisions shall be reviewed by the respective Project Manager and approved by the Construction Manager.

3 INTRODUCTION

3.1 DESCRIPTION OF PROPOSED WORKS

This main works CTMP accounts for the work activities for the Sydney Metro International Speedway which is permitted to commence after *Department of Planning Industry and Environment (DPIE)* approval for the project is obtained. These include but aren't limited to -

- Bulk and Detail Earthworks including clearing and grubbing, topsoil stripping, cut to fill operations and cut to stockpile operations
- Primary testing of Earthworks and Pavement activities.
- Reinforced Soil Wall (RSW) construction along the new Competitor Entry Road
- Terralink Retaining Wall construction
- Backfilling of all retaining structures and installation of drainage zones
- Installation of Select Material Zone (SMZ), and base course layers (DGB20 and DGS20).
- Drainage works - installation of stormwater pits and pipes, open drains.
- Installation of Onsite Detention Tanks to capture stormwater.
- Utilities works - new electrical substation, generator (including fuel tank), Sewer, Potable water, fire water, Sewer, new Pump Stations and track lighting.
- Construction of Various Kerbs / Kerb and Gutter
- Pavement works – Spray seal and asphalt paving
- Reinforced Concrete Pavement along Competitor Access Road.
- Structural and Non-Structural Concrete works –
  - Ground Beam footings in Terraced seating areas
  - Building ground beam footings and foundation slabs.
  - Track retaining wall
  - General Concrete pavements for walkways, footpaths and staircases
- Installation of Precast elements to
  - Terrace seating area (plats) and Corporate seating areas
  - Competitor Access Road VCB Barrier
  - Infield Speedway Circuit
- Modular building works for grandstand facility including food and beverage tenancies, amenities, merchandise store, corporate boxes, office facilities for speedway administrative staff, race control, commentator box and media suite
- Building services – plumbing, electrical, communications, security, fire, water, mechanical.
- Finishing works – Line-marking, wayfinding signage, wheelstops, fencing and guardrail installation.
- Various types of major Fencing including Debris fencing, Crowd fencing and Dust fencing

3.2 PURPOSE

The Traffic Management Plan (TMP) is aimed at fulfilling the following objectives

- Ensure the work area is free of hazards and that all road users are adequately protected from excavations and obstructions;
- Ensure that appropriate/sufficient warning and information signs are installed, and that adequate guidance is provided to delineate the travel paths through the worksite;
- Ensure that all of the needs of road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodated at and through the work site, during and after works hours;
- Provide for safety procedures to enable work personnel to enter and leave the work area in a safe manner.
- Ensure that delays and traffic congestion are kept to a minimum and within acceptable levels.
- Provide for work activities to be undertaken sequentially to reduce the adverse impacts of the work.
- Satisfy the requirements of the DPIE Conditions of Approvals (MCoA)

It should be read in conjunction with Abergeldie's Construction Environmental Management Plans and the contract documents, in particular Principal's General Specifications *G10 - Traffic and Transport Management (SM ES-ST-214_Speedway Works)*

3.3 KEY STAKEHOLDERS

The CTMP will be developed in consultation with the following key stakeholders -

- Blacktown City Council (Road authority)
- TfNSW
  - Customer Journey Planning (CJP)
  - Transport Management Centre (TMC).
- Sydney Metro
- Western Sydney Parklands Trust

Any approvals of the CTMP from the relevant stakeholders and/or conditions of acceptance will be attached in ***Appendix H of the CTMP***

3.4 COMMUNICATION STRATEGY

Abergeldie's approach to community and stakeholder engagement will be guided by the following principles:

- Be inclusive – ensure stakeholders have access to information about the project and the process in ways that work for them
- Be proactive – inform and engage stakeholders early, ensuring they remain fully informed and demonstrating that their matters and feedback have been considered and addressed and informed decisions and outcomes
- Be responsive – respond to all stakeholder contact in a timely manner and manage matters through a transparent resolution process
- Be sensitive – consult regularly and sympathetically on items that matter to stakeholder and the community and make every effort to carry out the work with minimal impact.

Abergeldie will liaise with all stakeholders throughout the project in accordance with the Community Communication Strategy.

The TfNSW 1800 612 173 hotline number and email: projects@transport.nsw.gov.au will be used for capturing complaints; this is also further addressed under the Community Communication Strategy.

4 TRAFFIC MANAGEMENT SPECIFICATION

This Principal's General Specification G10 contains the traffic and transport management requirements that are to be met by the Contractor during the performance of the Contractor's activities, including the management of the impacts of the Contractor's Activities on road and pedestrian traffic. Abergeldie is to also adhere to the requirements of TfNSW Traffic Control at Worksites Manual and AS1742.3.

All temporary traffic arrangements required by the Contractor's Activities must comply with this specification unless stated otherwise.

5 WORKING DAYS & HOURS OF WORK

Construction works will occur during the permitted Hours of Work, i.e.

- Working hours that allow for Monday to Friday 07:00 to 18:00 and Saturday 08:00 to 18:00 but excluding proclaimed public holidays and the Contractor's rostered days off

No work will be carried out that will affect traffic during long weekends, school holidays and public holidays. This period will include the Friday before the school holidays and the Monday following the school holidays.

Certain works such as the construction of temporary roadways, installation of safety barriers, delivery of wide, long and heavy loads etc. will occur outside standard hours and would include night works as lane closures is only restricted at night and off-peak hours day hours. Based on the ROL's approved by TMC during the early works phase of the project, the likely lane closure hours to be approved for the project as –

- Nightworks: 8pm – 5am (Generally 7 days a week)
- Dayworks
  - 9.30am – 3pm (Monday to Friday)
  - 7am – 5pm (Saturday and Sunday).

The above are indicative hours as previously approved in the project only and lane closures (if required) will be dictated by ROL approvals by TMC. Works outside permitted standard work hours as noted above are also subject to Out of Hours Works approval by Sydney Metro upon stakeholder consultation and notification.

6 EXISTING TRAFFIC INTERFACE WITH THE PROJECT

The site is accessed from both the northern and southern direction via Ferrers Road, which is a fully sealed road signposted at 60km/Hour with a single 3.5 m traffic lane in each direction. There is a sealed shoulder on both lanes varying in width in different areas. It is envisaged that the main works will be undertaken without any speed reduction on Ferrers Road (with the exception of TMC approved lane closures).

North South Link Rd, located inside the Motorsport park, is currently operational at a 40km speed limit with one lane each way at a total width of approximately 7 Meters. During the main works, the construction speed limit on North South Link Road will be reduced to 20km/hour

The main site access point will be via Gate 1 where construction traffic will be able to access site via left and right hand turns from Ferrers Road using the existing slip lanes in place (Refer to Figures 1 and 2 below)

Additional interface of construction traffic with road traffic will occur at the Southern end of the site at Gates 4, 5, and 6 in relation to the Earthworks activities for the project. This will be explained in greater detail Section 11 of the CTMP.

In general, areas under construction will be fenced off from the public with gates erected restricting entry into each location.

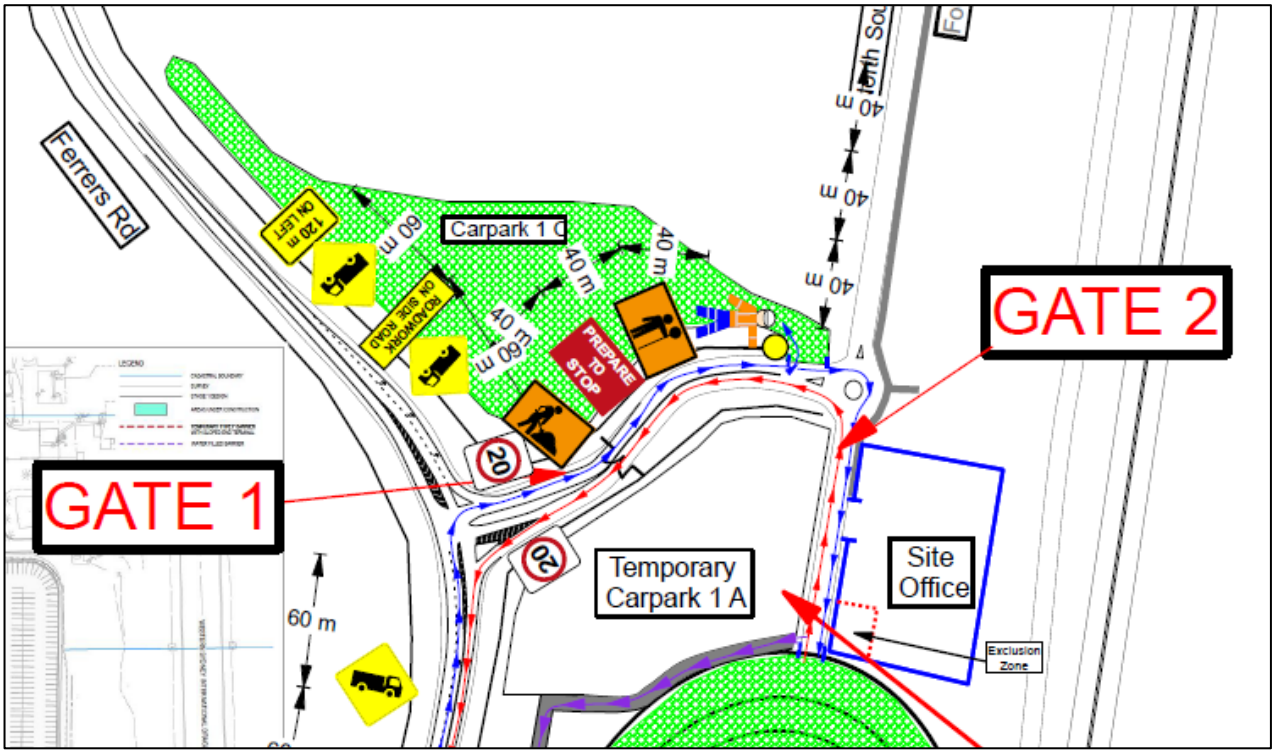


Figure 1 Gate 1 & 2 Site Access



Figure 2 Aerial view of Gate 1

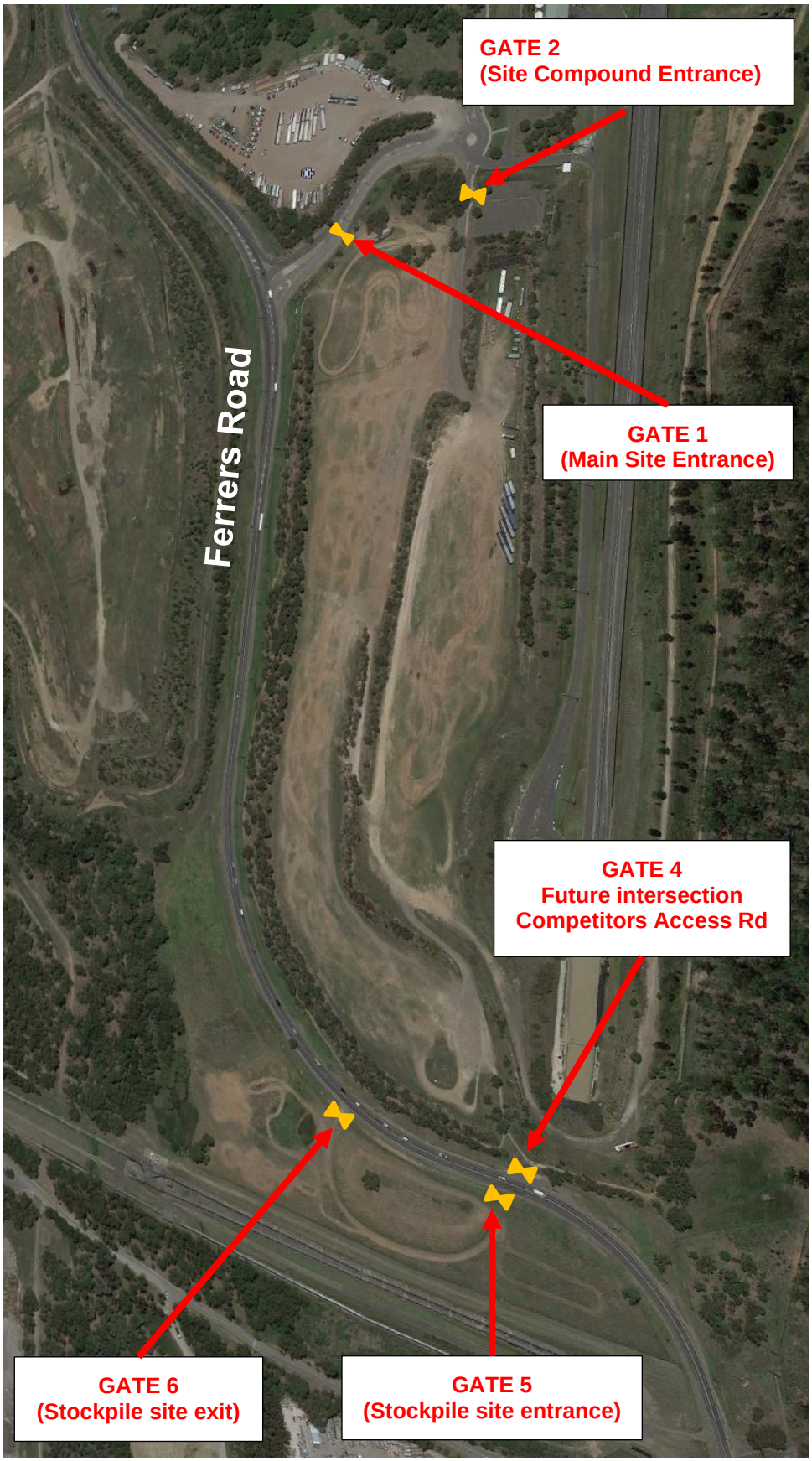


Figure 3 Site map showing all Site Access points where interface with Ferrers Road will occur

7 VEHICLE MOVEMENT PLANS

Vehicle Movement Plans (VMPs) will be progressively developed to show the required travel paths for vehicles associated with the project entering, leaving, or crossing the through traffic stream. The VMP will be included as part of the driver's inductions.

VMP's will also reflect the parking, turning areas and vehicle entry and exit points to the worksite, workers on foot near plant and indicate clearly that these are the only points where interface with the road traffic is permitted.

Site security, site access and signage will be managed through the implementation of this plan, WHSMP, Security Management Plan and the VMPs covering the area in and around the work-site access points. The location of rumble grids, wheel washes and other environmental protection measures shall be included in the VMPs and will be as determined by the requirements of the CEMP.

The VMPs will also provide details of the layout within the worksites and the site compound area including:

- The movement of construction and other vehicles within the work site and site compound area and the associated signage including off-road plant movements;
- Movement of vehicles on adjacent public accessible roads e-g haulage of spoil from and excavation site, across the roads to a stockpile site;
- The location of and access to parking areas and the associated signage;
- Visitor parking areas;
- Pedestrian routes;
- Access paths to crib sheds, offices and the like;
- All associated signage; and
- Security point locations including boom-gates if required.

Construction vehicle drivers shall be inducted into the Vehicle Movement Plans for both construction and stockpile sites, as well as the Safe Work Method Statements for works being carried out.

8 TRAFFIC CONTROL PLANS

Abergeldie will develop site specific Traffic Control Plans for planning the works with an emphasis of minimising delays and inconvenience to motorists and other road users or interfere with traffic during of heavy traffic flows. The plans will show signs and devices arranged to warn traffic and guide it around, past or, if necessary, through a work site or temporary hazard. All TCPs on the project will show the following details as a minimum where applicable –

- Types and locations of permanent regulatory (R series) and warning (W series) signs
- Types and locations of temporary signs (T series) including advance warning signs, variable message signs (VMS) and radar activated speed signs (RASS)
- Locations of permanent and temporary traffic signals (if required on the project)
- Locations of any required Traffic Controllers
- Locations and lengths of advance warning areas, transition areas, safety buffer areas and termination areas.
- Locations of safety barrier systems including end terminals.
- Pedestrian footpaths and cycleways.
- Locations of entry and exit gates to work areas, individually numbered and signposted

- Details of access to local properties, car parking areas, and side roads.
- Pavement marking details, including types of delineation required, turning arrows, stop/holding lines and other road markings, types and positions of raised pavement markers and other delineation devices
- Locations of temporary street lighting
- Locations of emergency or breakdown lanes, if applicable.

All existing lane widths and number of lanes will always be maintained on the project unless approved otherwise by the relevant stakeholders. The minimum Shoulder width shall be maintained as per TfNSW/as standards. Also, edge clearance and deflection zone shall be maintained as per TfNSW/as standards.

Traffic Control Plans will be prepared for each phase of the works by Abergeldie's nominated Traffic Control Consultant *Traffic Logistics* and/or Abergeldie's internal Traffic Manager. Copies of the qualification are accessible in Figures 4 and 5 below.



Figure 4 Traffic Logistics – TCP Designer qualification



Figure 5 Abergeldie – TCP Designer qualification

A list of TCPs' is included below and is contained in Appendix A. Should the TCP or the ROL need extension the requirements of Sydney Metro, TMC and TfNSW will be adhered to. Relevant TCPs for the proposed works are listed in the table below, with the timeframe of actual use on site:

Table 1 - Proposed TCPs

TCP	Description	Status
TLVMP-AS-114593 REV G	Early Works – TCP and VMP	Complete
TLTCP-AS-114615 REV C	Main Works – Stage 1 TCP and VMP	Current – 30/09/2021
TLTCP-AS-114657 REV C	Main Works – Stage 2 TCP and VMP	Current – 30/09/2021
TLTCP-AS-114840 REV C	Main Works – Stage 3 TCP and VMP	Current – 30/09/2021
TLTCP-AS-121285 REV C	Ferrers Rd Eastern Creek Barriers install & removal TCP	Current – 30/09/2021
TLTCP-AS-121274 REV C	Ferrers Rd Barriers on Shoulder TCP	Current – 30/09/2021

9 TRAFFIC CONTROLLERS

Abergeldie will engage competent and qualified Traffic Controllers to carry out traffic management on the project. The Traffic Control organisation engaged on the project is to registered under TfNSW Registration Scheme Category "G". *Refer to Appendix F for copies of Traffic Logisitics and Abergeldie Contractors Category G registration.*

Traffic Controllers on site will be required to carry their "Traffic Controller" qualification at all times when controlling traffic. Authorised traffic controllers are to be appropriately trained in their duties. Traffic controllers are to wear the approved PPE at all times, namely high visibility fluorescent clothing or safety vests complying with AS/NZS 460. Illuminated wands are to be utulised in addition to stop/slow bats where poor lighting conditions are observed or nightworks are scheduled.

Traffic Controllers are always to have a portable 2-way radio on them and maintain contact with construction vehicle drivers.

10 ROAD OCCUPANCY LICENCES

Where the Traffic Control Plans require any road to be used in such a way as to affect traffic flow, Abergeldie will obtain a Road Occupancy License.

The ROL application (which includes a TCP) will be submitted by the Traffic Control Manager to TMC, who have the responsibility for processing and approving the ROL. TMC will be provided at least 10 working days to process and then either grant or reject the application.

Minor changes to a ROL application (to obtain approval) will occur within the 10-day period. To obtain extensions, Abergeldie will submit an extension ROL. Abergeldie will ensure the validity of approved lane closures and road occupancies and will regularly monitor the expiry dates.

Works will not begin until TfNSW has approved and issued the ROL/licence. A copy of any ROL issued including all terms, conditions and requirements will be available:

- At the location of the relevant road occupancy; and
- At all times when construction activities associated with the ROL are taking place.

Restrictions to lane occupancy, in addition to any other requirements set out in the ROL, are anticipated to include:

- Lane closures will be restricted to nights ad off peak day time hours.
- No works on weekends, public holidays, during the Christmas period or on special event days

11 SPEED ZONE REDUCTION

Temporary long-term speed zone reduction is not required for the main works portion of the project. The posted roadworks speed limit during the construction period is to remain at 60km/hour.

If short term lane closures are required on Ferrers Road, speed zone reductions may occur in accordance with approved ROL and SZA.

Any proposals to deviate from this will be preceded with a revised CTMP submission for review and approval by all stakeholders.

12 PROPOSED CONSTRUCTION STAGING

The *Project Construction Staging plan* is attached in **Appendix G** of the CTMP. This section will further examine how the staging of the project impacts the existing Ferrers Road network, road users and other stakeholders.

The delivery of the project has been staged by Sydney Metro in a manner where spectator carpark spaces are available throughout the project to accommodate to Sydney Dragway events. The project has the following key milestone dates to meet –

- Completion of Carparks D1 and D2 by 30 April 2021
- Completion of Speedway facilities by 3 September 2021
- Practical Completion of all works by 15 December 2021

The following sub-sections assesses traffic impacts of each various phase of the project. Overall, the proposed construction activities and subsequent traffic impacts are expected to have minimal amenity impacts on the project.

12.1 EARLY WORKS

The early works phase of the project has been covered under the early works CTMP (*CTMP Sydney Mero International Speedway - Early Works Rev4)* and as such isn't covered by this CTMP.

For the Main works CTMP to be applicable to the project, the early works activities are deemed to have been completed. These include –

- Establishment of Site access points at North South Link Road and Gate 1
- Establishment of Site access point at the future Competitors Access Road intersection with Ferrers Road (southern end of the site).
- Installation of site-wide traffic management signage and devices including the installation of concrete barriers for the southern Ferrers Road intersection works.
- Earthworks and Pavement at the future Competitors Access Road intersection with Ferrers Road
- Removal of concrete barriers along Ferrers road
- Construction of temporary carparks 1A, 1B and 1C as shown in drawing CS-0051 to facilitate 1,500 spaces for spectator parking

The early works Combined VMP and TCP is attached in Appendix A ***(TLVMP-AS-114593 REV G)*** for convenience and a point of comparison to future Main works staging.

Refer to Figure 6 for an overview of early works

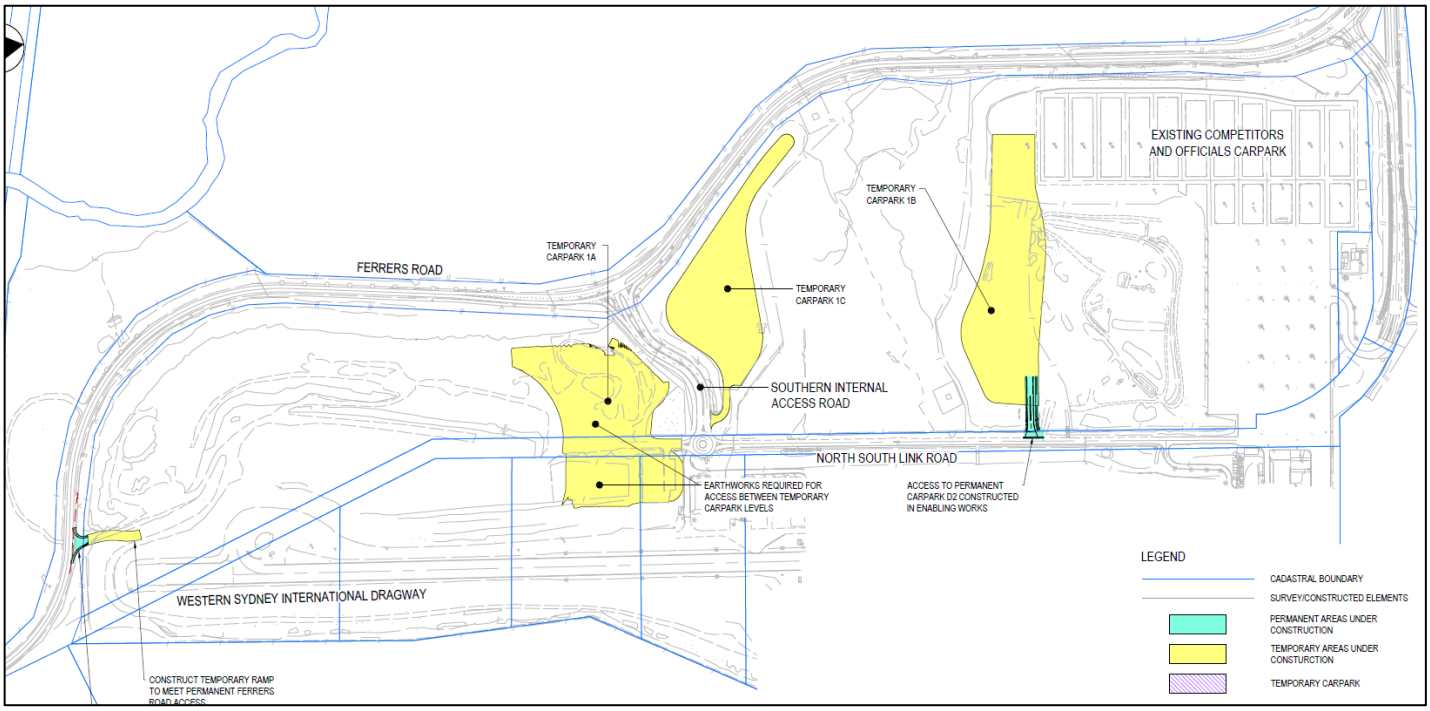
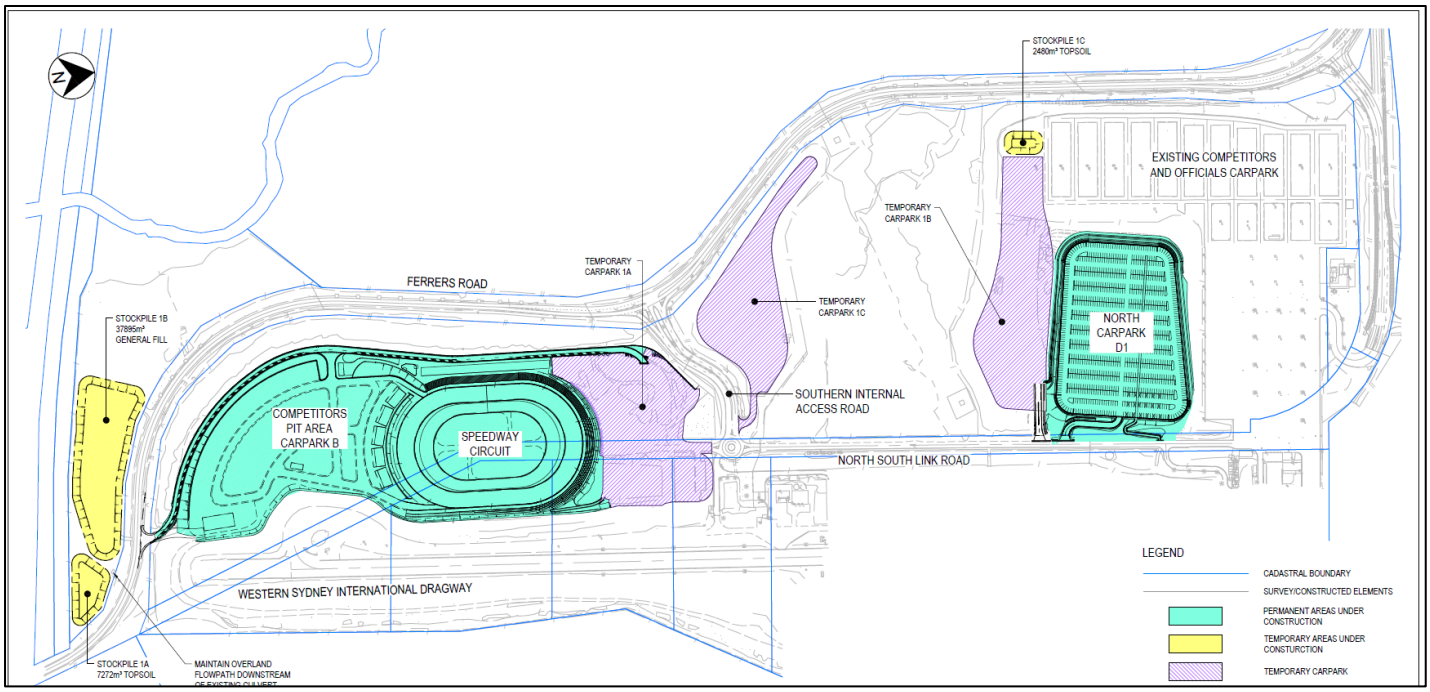


Figure 6 Early Works Overview

12.2 MAIN WORKS – STAGE 1

As per the Project Construction Staging plan and Figure 7 below, Stage 1 will involve Abergeldie taking possession of Carpark D1, the Speedway circuit and the Competitors Access Road/Carpark area to commence bulk earthworks and retaining wall construction works.



Within the individual work zones, Cut to fill activities will commence upon Clearing and Grubbing and topsoil removal. Once Cut to fill activities have been finalised, surplus and unsuitable material not deemed compliant for use within permanent fill areas will be hauled to the nominated stockpile location (1B) – *refer to Figure 7.*

The vehicle movement route for haulage of surplus material, topsoil and unsuitable material from Carpark D1 and Speedway workzones to Stockpile 1B is proposed to be as per the ***TLTCP-AS-114615 REV C Main Works - Stage 1 TCP and VMP*** *(Appendix A).* The proposed VMP utilises Ferrers Road to access the stockpile site.

Material being transported from ***Carpark D1*** will follow the below haul route –

- Travel southbound on North-South Link Road from Carpark D1 after haulage truck is loaded
- Turn right at the Roundabout and travel towards Ferrers Road intersection
- Turn left at the intersection to travel southbound on Ferrers Road (Figure 8)
- Travel approx. 2.2 km along Ferrers Road till the Chandos Road roundabout
- Make a U-turn at the roundabout and travel back up in the Northbound direction along Ferrers Road (Figure 9)
- Travel approx. 1.5 km along Ferrers Road until Gate 5 is reached (Stockpile 1B entrance – Figure 10)
- Turn Left at Stockpile site at Gate 5. Trucks are to tip material and exit via a left turn at Gate 6.
- Haulage trucks are then to complete the haul route by travelling Northbound along Ferrers Road, turning right at Gate 1 entrance and left at the roundabout to return to Carpark D1. The cycle then repeats
- Please note that Gates 5 and 6 are to be left in left out vehicle movements only.

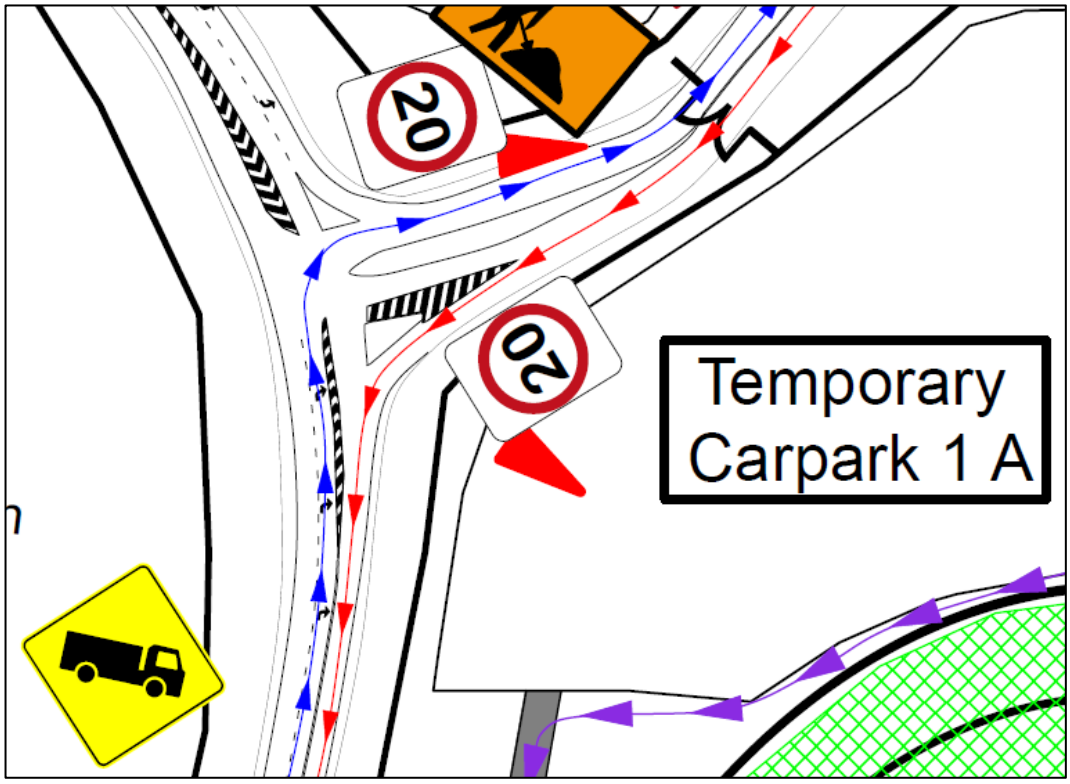


Figure 8 Intersection with Extract from TLTCP-AS-114615



Figure 9 Vehicle movement plan at the Chandos Road roundabout Ferrers Road

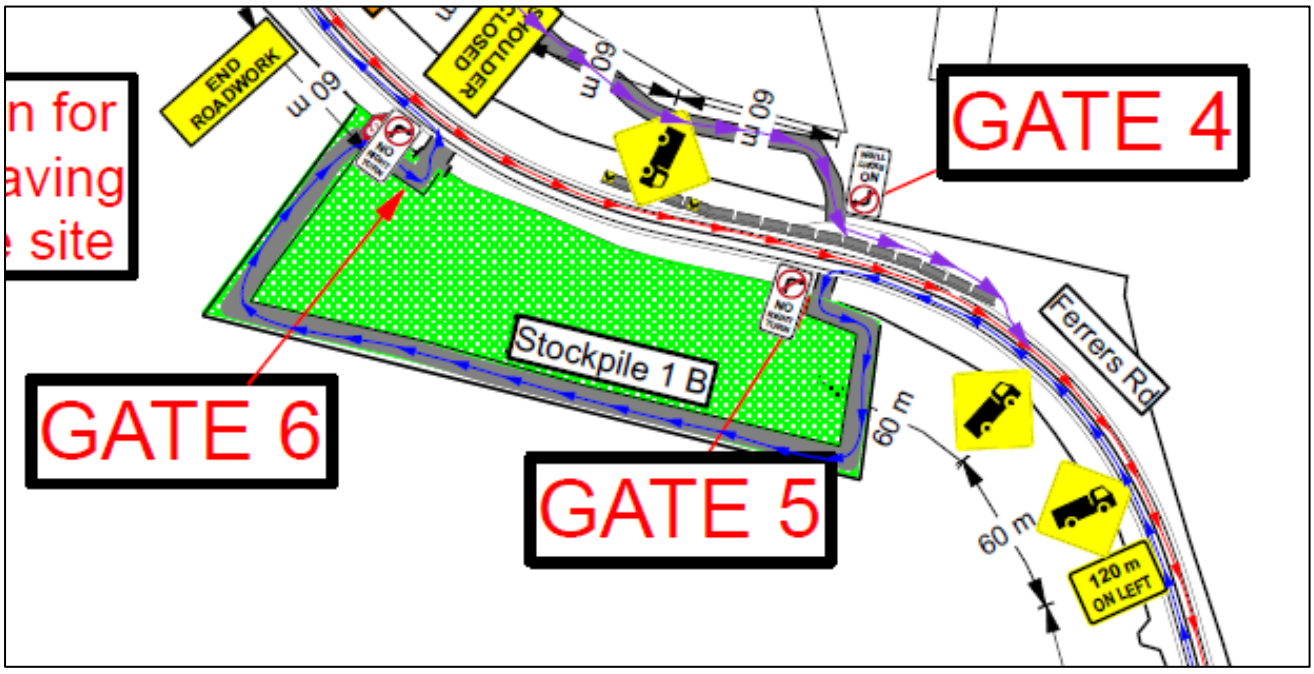


Figure 10 Stockpile 1B Site: Extract from TLTCP-AS-114615

Material being transported from ***Speedway Circuit*** work zone will follow the below haul route (Refer to Figure 11) –

- Haulage trucks to enter the internal haulage road (denoted in grey with purple directional arrows in Figure 12) and travel in the Southbound direction towards Gate 4 .
- Turn left at the intersection to travel southbound on Ferrers Road (Figure 10)
- Travel approx. 1.5 km along Ferrers Road till the Chandos Road roundabout
- Make a U-turn at the roundabout and travel back up in the Northbound direction along Ferrers Road (Figure 9)
- Travel approx. 1.5 km along Ferrers Road until Gate 5 is reached (Stockpile 1B entrance – Figure 10)
- Turn Left at Stockpile site at Gate 5. Trucks are to tip material and exit via a left turn at Gate 6.
- Haulage trucks are then to complete the haul route by travelling Northbound along Ferrers Road, turning right at Gate 1 entrance and right at the roundabout to return to Speedway workzone. The cycle then repeats.
- Please note that Gates 4, 5 and 6 are to be left in left out vehicle movements only. *No right turns permitted.*

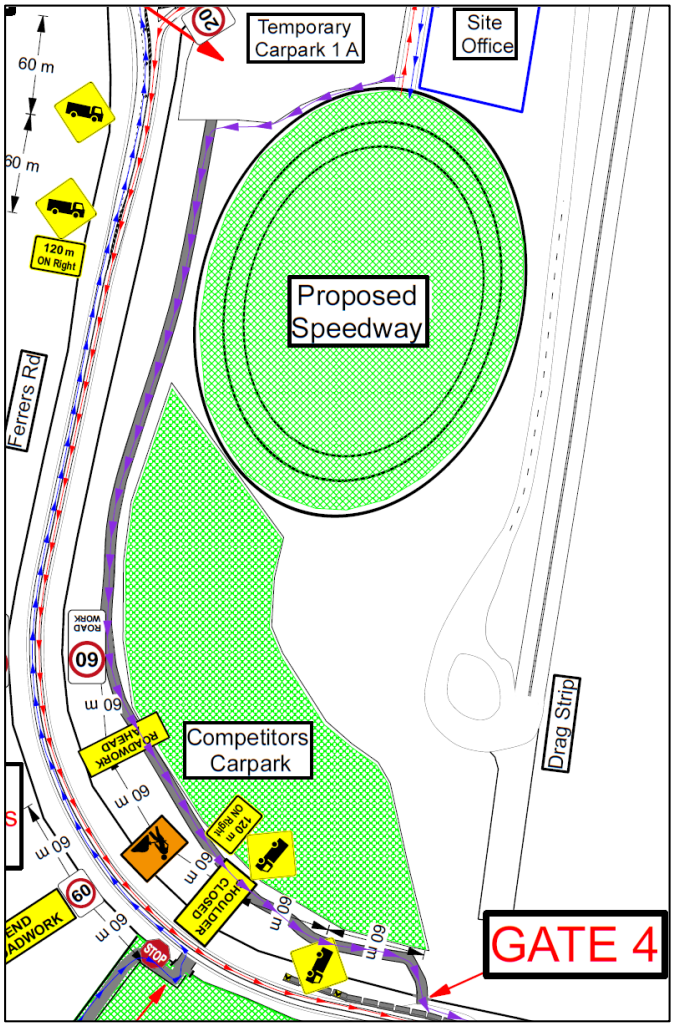


Figure 11 Internal Haul road from Speedway Work area Extract from TLTCP-AS-114615

Materials will be hauled in Truck and Trailers with approximately 18 m3 transported in each haul.

Haul of earthworks materials from Carpark D1 to the stockpile area is estimated to be a 9-10-minute round trip based on the 5.6 km total haul.

Haul of earthworks materials from Speedway to the stockpile area is estimated to be a 7-8-minute round trip based on the 4.6 km total haul.

The tables below summarise the estimated no. of truck movements and duration. *For the purposes of the tables, each truck movement is defined as the no. of complete haulage cycles from start to finish.*

Table 2 - Stage 1: Topsoil Quantities and Vehicle Movements

Stage 1 - Topsoil						
Stage	Material source	Material stockpile location	Topsoil Qty (m3)	Estimated Total no. of Truck & Trailer movements	Estimated Truck & Trailer movements per day	Estimated no. of days
1	Carpark D1	Stockpile 1B	7,226	400	120	3-4
1	Speedway	Stockpile 1B	8,405	467	144	3-4

Table 3 - Stage 2 : Surplus Spoil Quantities and Vehicle Movements

Stage 1 - Surplus Spoil						
Stage	Material source	Material stockpile location	Surplus Spoil Qty (m3)	Estimated Total no. of Truck & Trailer movements	Estimated Truck & Trailer movements per day	Estimated no. of days
1	Carpark D1	Stockpile 1B	30,044	1670	200	8-9
1	Speedway	Stockpile 1B	1,751	97	50	2

Table 4 - Stage 3: Unsuitable Material Quantities and Vehicle Movements

Stage 1 - Unsuitable Material						
Stage	Material source	Material stockpile location	Unsuitable Material Qty (m3)	Estimated Total no. of Truck & Trailer movements	Estimated Truck & Trailer movements per day	Estimated no. of days
1	Carpark D1	Stockpile 1B	7,947	441	120	3-4
1	Speedway	Stockpile 1B	15,451	859	144	6

Stage 1 bulk earthworks are currently scheduled for January 2021 subject to relevant approvals for works to proceed by Sydney Metro.

12.3 MAIN WORKS - STAGE 2

Upon the completion of Stage 1, Carpark D1 is to be permanently constructed and handed over.

As per the Project Construction Staging plan (Appendix G) and Figure 12 below, Stage 2 will involve Abergeldie taking possession of Carpark D2 and Carpark A.

The Speedway circuit and the Competitors Access Road/Carpark area will remain active work areas for other constructions activities. Utilities, stormwater and OSD Tank works are also scheduled in this stage of the works.

Similar to Stage 1, bulk earthworks at Carpark D2 and Carpark A are estimated to generate excess topsoil, spoil and unsuitable materials which will be hauled and stockpiled at Stockpile 1B via Ferrers Road.

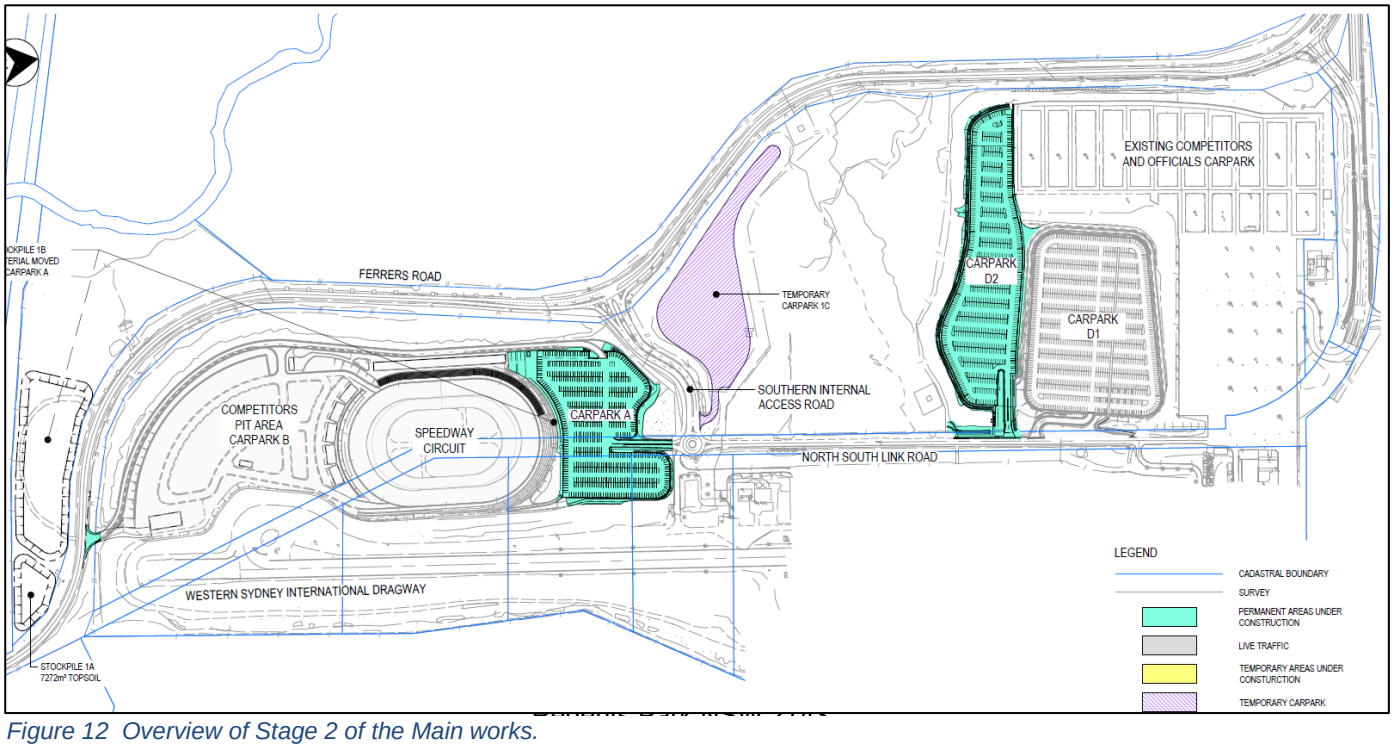


Figure 12 Overview of Stage 2 of the Main works.

The vehicle movement route for haulage is proposed to be as per the ***TLTCP-AS-114657 REV C Main Works - Stage 2 TCP and VMP*** *(Appendix A).*

Material being transported from ***Carpark D2*** will follow the below haul route (identical to Stage 1 haulage from Carpark D2) –

- Travel southbound on North-South Link Road from Carpark D2
- Turn right at the Roundabout and travel towards Ferrers Road intersection
- Turn left at the intersection to travel southbound on Ferrers Road
- Travel approx. 2.2 km along Ferrers Road till the Chandos Road roundabout
- Make a U-turn at the roundabout and travel back up in the Northbound direction along Ferrers Road.
- Travel approx. 1.5 km along Ferrers Road until Gate 5 is reached
- Turn Left at Stockpile site at Gate 5. Trucks are to tip material and exit via a left turn at Gate 6.
- Haulage trucks are then to complete the haul route by travelling Northbound along Ferrers Road, turning right at Gate 1 entrance and left at the roundabout to return to Carpark D2. The cycle then repeats
- Please note that Gates 5 and 6 are to be left in left out vehicle movements only.

Material being transported from ***Carpark A*** will follow the below haul route –

- Haulage trucks to enter the internal haulage road and travel in the Southbound direction towards Gate 4.
- Turn left at the intersection to travel southbound on Ferrers Road
- Travel approx. 1.5 km along Ferrers Road till the Chandos Road roundabout
- Make a U-turn at the roundabout and travel back up in the Northbound direction along Ferrers Road
- Travel approx. 1.5 km along Ferrers Road until Gate 5 is reached (Stockpile 1B entrance)
- Turn Left at Stockpile site at Gate 5. Trucks are to tip material and exit via a left turn at Gate 6.
- Haulage trucks are then to complete the haul route by travelling Northbound along Ferrers Road, turning right at Gate 1 entrance and left at the roundabout to return to the workzone. The haulage cycle then repeats.
- Please note that Gates 5 and 6 are to be left in left out vehicle movements only. Haulage trucks will be prohibited from turning right at Gate 4.

Materials will be hauled in Truck and Trailers with approximately 18 m3 transported in each haul.

Haul of earthworks materials from Carpark D2 to the stockpile area is estimated to be an 9-minute round trip based on the 5.4 km total haul.

Haul of earthworks materials from Speedway to the stockpile area is estimated to be an 7-8-minute round trip based on the 4.8 km total haul.

The tables below summarise the estimated no. of truck movements and duration of works

Table 5 - Stage 2: Topsoil Quantities and Vehicle Movements

Stage 2 - Topsoil						
Stage	Material source	Material stockpile location	Topsoil Qty (m3)	Estimated Total no. of Truck & Trailer movements	Estimated Truck & Trailer movements per day	Estimated no. of days
1	Carpark D1	Stockpile 1B	1,918	107	50	2
1	Carpark A	Stockpile 1B	4,048	225	80	3

Table 6 - Stage 2: Surplus Spoil Quantities and Vehicle Movements

Stage 2 - Surplus Spoil						
Stage	Material source	Material stockpile location	Surplus Spoil Qty (m3)	Estimated Total no. of Truck & Trailer movements	Estimated Truck & Trailer movements per day	Estimated no. of days
1	Carpark D1	Stockpile 1B	1,639	91	240	7
1	Carpark A	Stockpile 1B	-	-	-	-

Table 7 - Stage 2: Unsuitable Material Quantities and Vehicle Movements

Stage 2 - Unsuitable Material						
Stage	Material source	Material stockpile location	Unsuitable Material Qty (m3)	Estimated Total no. of Truck & Trailer movements	Estimated Truck & Trailer movements per day	Estimated no. of days
1	Carpark D1	Stockpile 1B	725	40	40	1
1	Carpark A	Stockpile 1B	1,152	64	30	2

Stage 2 bulk earthworks are currently scheduled for February-April 2021 subject to relevant approvals for works to proceed by Sydney Metro.

12.4 MAIN WORKS – STAGE 3

At the commencement of Stage 3, Carparks D1 and D2 will be fully completed and available for Sydney Dragway use. The Speedway circuit and the Competitors Amenities area will be active work fronts for utilities works. Concrete and Building works are scheduled to be occur at the Grandstand and speedway track *(Refer to the Appendix G - Construction Staging plan for further information on Stage 3 scope of works)*

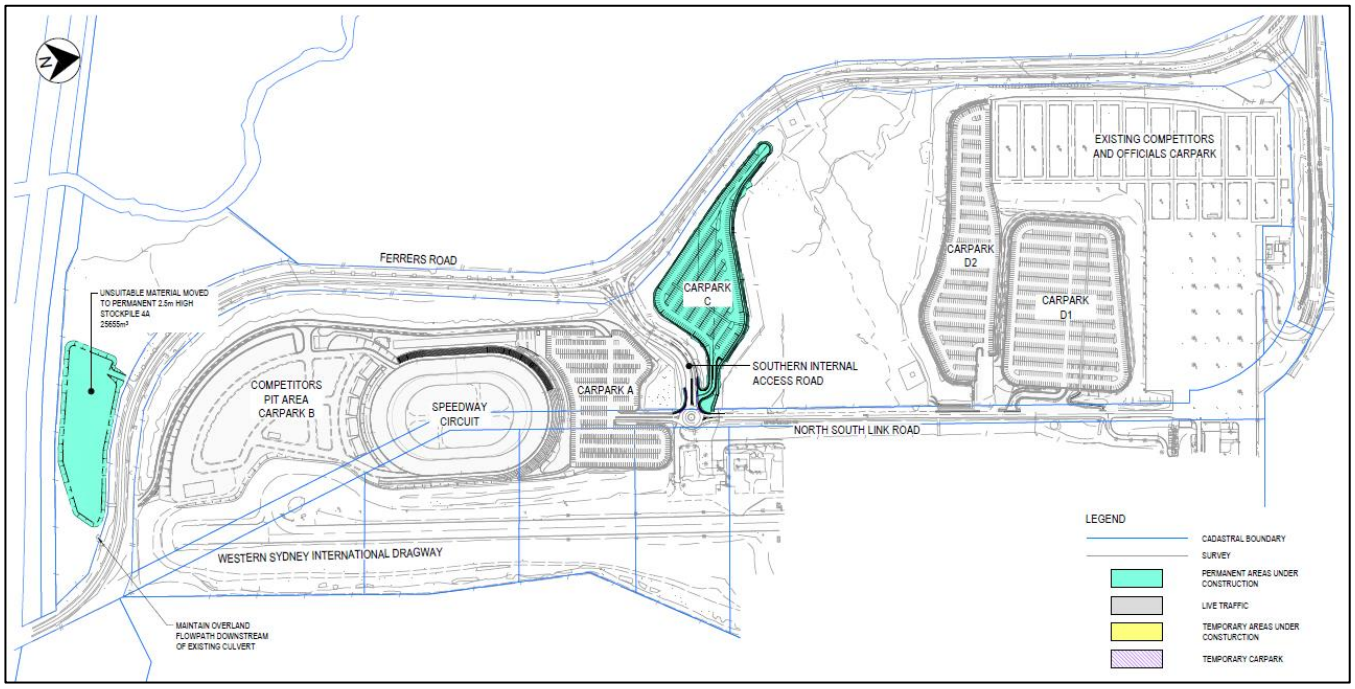


Figure 13 Overview of Stage 3 of the Main works.

Abergeldie will commence bulk earthworks on Carpark C during this stage of the works. The vehicle movement route for haulage from Carpark C is proposed to be as per the ***TLTCP-AS-114840 REV C Main Works - Stage 3 TCP and VMP*** *(Appendix A).* Haulage trucks will use the same identical route as previously noted in Sections 9.2 and 9.3 for Carparks D1 and D2.

Materials will be hauled in Truck and Trailers with approximately 18 m3 transported in each haul. Haul of earthworks materials from Carpark C to the stockpile area is estimated to be an 8-minute round trip based on the 5.1 km total haul.

Stage 3 - Topsoil						
Stage	Material source	Material stockpile location	Topsoil Qty (m3)	Estimated Total no. of Truck & Trailer movements	Estimated Truck & Trailer movements per day	Estimated no. of days
1	Carpark C	Stockpile 1B	-	-	-	-

Table 8 - Stage 3 : Topsoil Quantities and Vehicle Movements

Stage 3 - Surplus Spoil						
Stage	Material source	Material stockpile location	Surplus Spoil Qty (m3)	Estimated Total no. of Truck & Trailer movements	Estimated Truck & Trailer movements per day	Estimated no. of days
1	Carpark C	Stockpile 1B	2,362	131	80	1-2

Table 9 - Stage 3 : Surplus Spoil Quantities and Vehicle Movements

Stage 3 - Unsuitable Material						
Stage	Material source	Material stockpile location	Unsuitable Material Qty (m3)	Estimated Total no. of Truck & Trailer movements	Estimated Truck & Trailer movements per day	Estimated no. of days
1	Carpark C	Stockpile 1B	344	19	19	1

Table 10 - Stage 3 : Unsuitable Material Quantities and Vehicle Movements

Stage 3 bulk earthworks are currently scheduled for February-March 2021 subject to relevant approvals for works to proceed by Sydney Metro.

12.5 GATE 4 – SIGHT DISTANCE ASSESSMENT

Sight distances for oncoming Southbound motorists on Ferrers Road needs to be considered with respect to haulage trucks exiting at Gate 4 to ensure safe merging is possible on the main road. As per Figure 14 below, approximately 125 metres of sight distance is available on site.

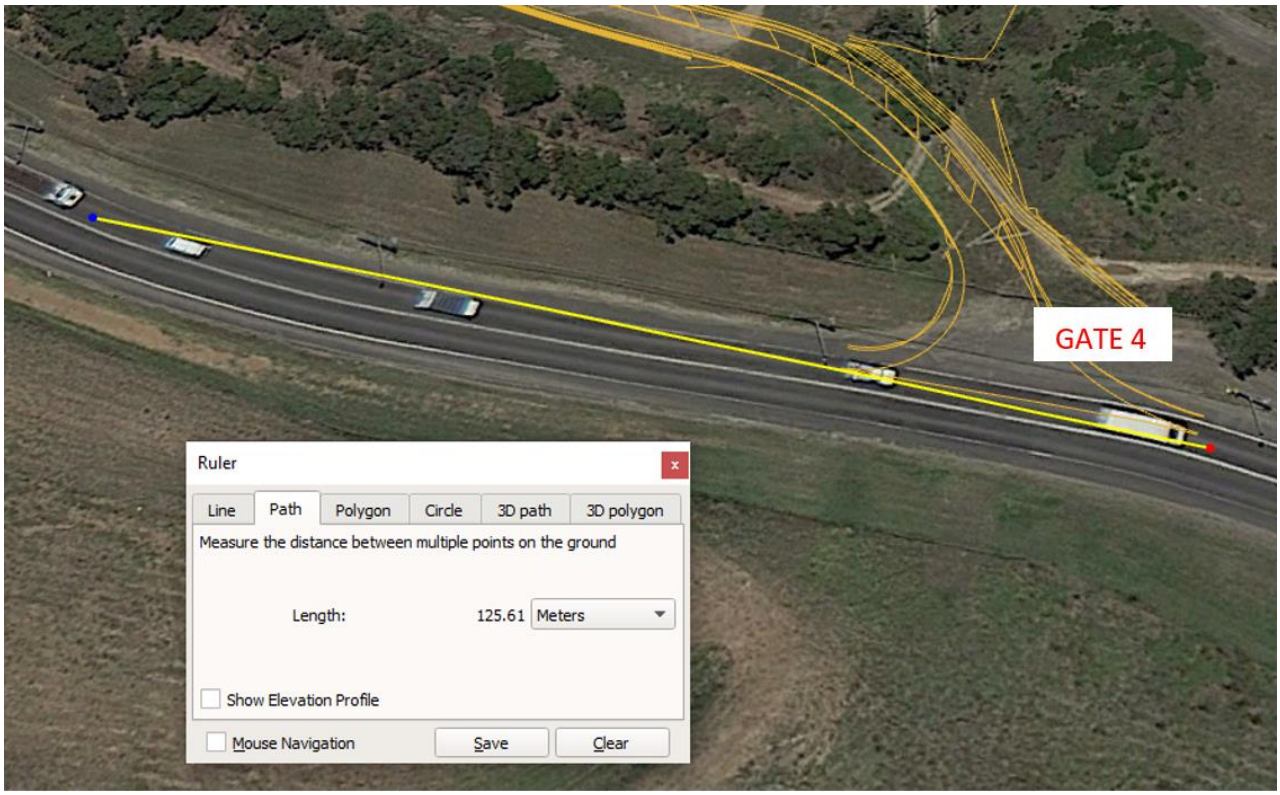


Figure 14 Site Distance measurement (Source – Google Earth)

Table B-2 (Stopping sight distance) from the Traffic Control at Works Manual is reproduced below in Figure 15

Table B-2. Stopping sight distances for cars and laden trucks on level pavements

Vehicle speed (km/h	Stopping sight distance (m)	
	Cars	Trucks
50	*60*	*80*
60	*80*	*100*
70	*100*	*130*
80	*120*	*160*

Figure 15 Table B-2 from the Traffic Control at Works Manual

As per Figure 15, at 60km/hour, a stopping sight distance of 100 m is recommenced for Trucks and 80 m for Cars. The current sight distance observed on site exceeds this minimum requirement.

Furthermore, the following controls or site conditions are in place –

- Roadworks Ahead and Trucks Turning signage (twice) installed on approach as per the TCPs and VMPs shown in Appendix A to warn
- Exiting haulage trucks have enough space on the road shoulder/newly constructed pavement tie-in to manoeuvre to be near parallel to Ferrers Road when exiting in lieu of 90 degree turns.
- No existing vegetation/trees or other structures are in place to obscure sight distance on the shoulder and verge area. Overhead power poles run along the shoulder but have negligible impacts to sight distance.



Figure 16 View looking Southbound towards Gate 4 from Ferrers Road

12.6 SWEPT PATH ANALYSIS – CHANDOS ROAD ROUNDABOUT

A swept path analysis into truck turning manoeuvres at Chandos Road / Ferrers Road roundabout has been carried out and is shown in Figure 17 below.

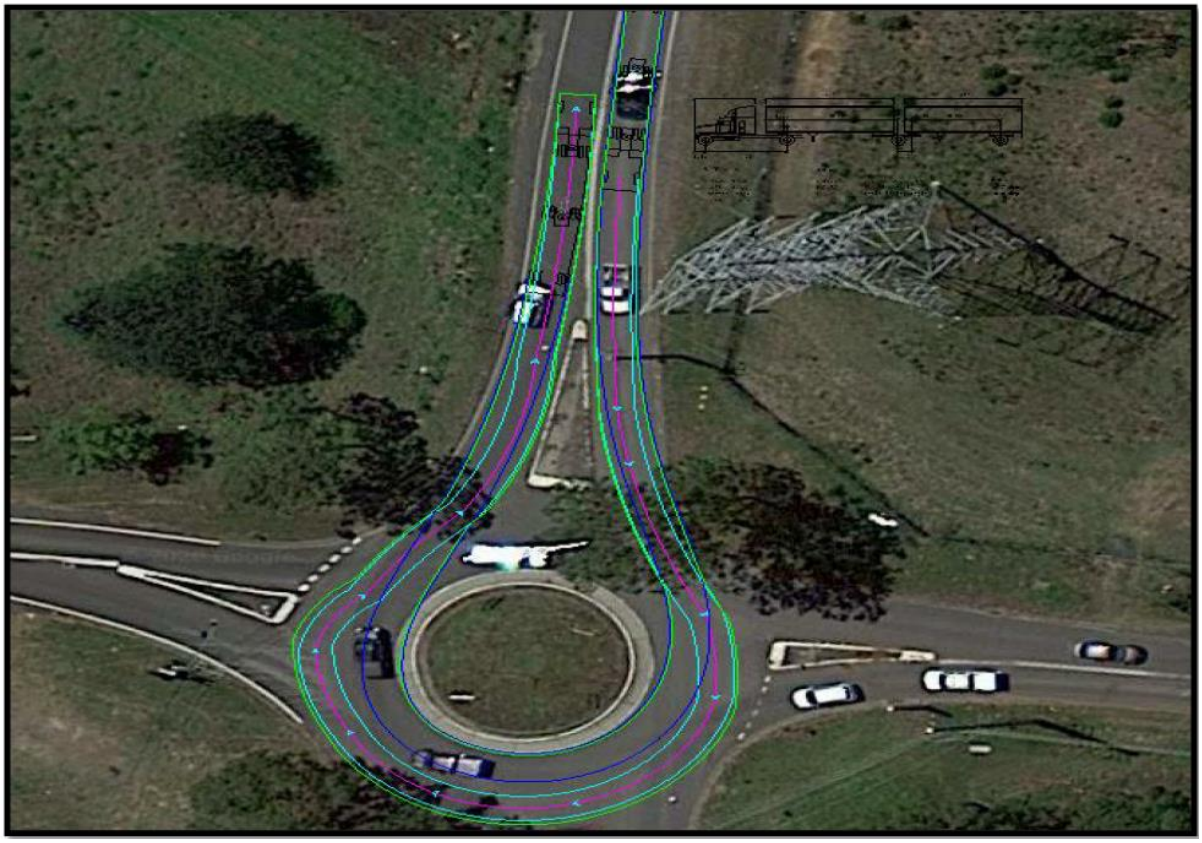


Figure 17 Truck Swept path analysis

A 19-metre truck and dog was considered in the swept path analysis. The results show no issues in successfully undertaking a u-turn at the roundabout as proposed in the Stage 1, 2 and 3 haulage routes.

12.7 LANDSCAPING WORKS - TOPSOIL HAULAGE

Each different area of the project will require landscaping works prior to completion and handover. Topsoil for turf installation and general planting will require haulage of topsoil from Stockpile 1B back to the project in the various workzones respectively. Haulage will be through rigid trucks or truck and trailers, with a total quantity of approximately 16,000 m3 expected to be incorporated back into the works.

Haulage trucks are to get loaded in Stockpile 1B and use the Gate 6 left out exit onto Ferrers Road. Trucks are then to turn right at the Gate 1 intersection and travel to the respective work areas as required.

12.8 IMPORT OF MATERIALS TO THE PROJECT

The pavement, retaining wall, utilities works, and grandstand & building amenities works on the project will require the importation of quarry materials and concrete to the project. The below table estimates the expected quantity of materials -

Table 11 - Summary of Material Import Quantities

Material type	Quantity	Expected Vehicle movements	Construction Activity
Quarry Material	Approx. 45,000 m3	3,600	Utilities, stormwater, pavements, retaining walls, landscaping
Ready Mixed Concrete	Approx. 8,000 m3	1,330	Retaining walls, concrete pavements, footpaths, building and amenities footings

All suppliers and subcontractors undertaking delivery of quarry, ready-mixed concrete and any other items will be provided with a copy of the site safety rules prior to attending site, which will contain critical information such as –

- Construction enforced speed limits
- UHF channels for communication
- Site contact
- Site Access Gate location and number
- Vehicle Movement Plan
- Road Occupancy License and/or Traffic Control Plan if applicable (i.e. delivery of items during temporary lane closures).

All delivery drivers will undertake a delivery driver induction prior to commencing any deliveries/unloading on site.

12.9 EXPORT OF MATERIALS FROM THE PROJECT

During construction it was determined that 90,000m3 of excess spoil would be required to be removed from the Sydney International Speedway site. Sydney Metro is concurrently delivering works at Eastern Creek Precast Facility requiring fill to be transported to site. Consequently, Abergeldie's current contract has been varied to undertake the earthworks at the South and North Precast Facility.

These works will result in additional traffic impacts to what was assessed under the Speedway Main Works CTMP (Revision D). This primarily relates to additional heavy vehicles entering and exiting the Speedway site increasing traffic volumes on Ferrers Road potentially leading to increased traffic congestion and noise impacts. As such this CTMP has been revised through the inclusion of section 12.9 to quantify the number of construction vehicle movements. The following table quantifies the number of vehicle movements and timeframes associated with this new activity.

Table 12 - Schedule of Material Export Quantities

Stage	Access to site	Quantity of fill allowed	Days	Estimated Total No. of Truck and Trailer Movements	Estimated Truck and Trailer Movements per day	Dates
All Works	Left turn from site to Ferrers Rd	90,000m3	58	13,920	240-300	3/05/2021-26/06/2021

A consistency assessment (Ref: SM-21-00064719) was completed against the Sydney Metro (Sydney International Speedway) planning approval to determine if removal of the spoil from the

Speedway site is consistent with the conditions of the planning approval. On 20/04/2021 approval was provided by Sydney Metro confirming that it is acceptable to remove the additional spoil from site.

Delivery of spoil to the Precast Facility is subject to the conditions of the Sydney Metro Eastern Creek Precast Facility planning approval which requires all construction vehicles to enter the site utilising a right turn from Lenore Drive. A consistency assessment (Ref: SM-21-0007299) was completed against the Sydney Metro (Precast Facility) planning approval to determine if it is acceptable for construction vehicles to enter site using the left turn into site off Lenore Drive. The consistency assessment determined on 27/04/2021 that the proposed construction change is consistent with the Review of Environmental Factors, Addendum Report and Determination Report including the conditions of approval, has negligible impacts on the community and environment and no further assessment is required.

Subsequently, a subplan has been created and appended to this document at Appendix N titled Construction Traffic Management Plan - Precast Facility – Appendix N Construction Traffic Management Plan Main Works (Rev E). The intention of the subplan is to identify the haul route and determine any associated community impacts relating to the additional construction vehicle movements required to transport the additional spoil from the Speedway site to the Precast Facility.

12.10 GENERAL CONSTRUCTION VEHICLES

The Main scope of works for the construction of the Speedway project will introduce around 592 additional construction vehicles per day on Ferrers Rd and the surrounding road Network. A Construction traffic assessment was completed as part of the Environmental Impact Statement and concluded that the increase of construction vehicles had a minor impact on the performance of Ferrers Rd and the surrounding road network. Refer to section 4.2 of Sydney International Speedway EIS Technical Paper: Transport, Traffic and Parking for additional information on the traffic assessment which can be found online on the NSW planning portal.

Table 13 - Schedule of General Construction Vehicle movements

Vehicle Type	Description	Quantity per day	Time of movement
UTE	Site Staff	15	Before 7am & After 5pm
UTE	Staff driving on Ferrers road to access stockpile area Gate 5	20	Between 7am-5pm
General access heavy vehicle	Sem Trailer – Machine floats	5-10	Between 7am-5pm
General access light vehicles	Suppliers, subcontractors, client representatives, stakeholders	8-10	Between 7am-5pm

12.11 CYCLISTS AND PEDESTRIANS

Ferrers Rd currently does not have a designated cycleway. The proposed temporary long-term traffic management set-up on the project does not adversely affect cyclists. The following measures will be put in place to ensure all construction personnel are aware of the risks of encountering cyclists on the road network whilst accessing site -

- Maintain existing shoulder widths as much as possible as cyclists are likely to use it as a travel route.

- Ensure no traffic control signage is installed within the sealed shoulder as to not limit potential cyclist path width.
- Ensure traffic control signage where mounted on posts have a minimum of 2.1 m clearance from the underside of the signs
- Install cyclist warning signage to increase awareness of cyclists in areas with frequent construction vehicle interface with the main road network (i.e. main site entrance, stockpile areas etc)
- Install truck turning ahead symbols to notify cyclists and road users of construction traffic interface zones.
- Ensure cyclist travel routes are not surrounded by loose material generated from construction activity.
- Where concrete barrier installation is required along Ferrers Road or along any potential cyclist travel route, install warning signage and reflective items on barriers and flare away from road appropriately.

The implementation of the proposed traffic management measures are expected to have minimal amenity impacts.

No members of the public/pedestrians are permitted within the project construction boundary during hours of works. Pedestrians are expected during Sydney Dragway and other stakeholder racing events within the Motorsport Park, however Abergeldie will not be undertaking any construction work when race events are scheduled. As such, no interface between pedestrians and construction activities are expected on the project.

Temporary carpark arrangements during scheduled race events are to be as per the Construction Staging plan (Appendix G). Abergeldie will construct and handover temporary carparks to Sydney Metro and Sydney Dragway 24-48 hours prior to any scheduled events. Part of the temporary carpark enabling works includes ensuring safe passage for pedestrians from carparks via appropriate wayfinding signage and linemarking.

Any temporary pathways constructed for pedestrians are to be constructed with roadbase or other similar materials, compacted to ensure there are no tripping hazards. Temporary pathways are to be minimum 1.2 m wide.

13 LOCAL ROADS

13.1 CONDITIONAL ASSESSMENT OF LOCAL ROADS

A Pre-Construction Assessment of Ferrers Road has been undertaken by Abergeldie prior to commencement of works and is attached on ***Appendix I***. The assessment has been provided to Sydney Metro for distribution to the relevant stakeholders such as Blacktown City Council.

As per the MCoA, a copy of the Road Dilapidation Report is required to be issued to the local Council within three weeks of completion of the survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the main works.

13.2 ONGOING MONITORING OF LOCAL ROADS

The condition of local roads will to be monitored throughout the works to ensure it hasn't been adversely affected by the works. Any observations will be noted on the Daily Supervisors Diary. Where damage to local roads occur as a direct result of the main construction works, Abergeldie will rectify damages in consultation with Sydney Metro and the local Council.

Monitoring and inspections along the proposed Ferrers Road haulage route will be undertaken regularly throughout each shift to ensure it is free of any loose material generated by the haulage activity. Appropriate environmental controls (as per the CEMP and associated Erosion

Control Maps) will be in place within earthworks work-zones (i.e cattle grids) to ensure haulage trucks aren't trucking mud/loose material on to Ferrers Road. Cleaning via a roadsweeper will be undertaken regularly during each shift as required to ensure local roads are in good condition. The street sweeper is not to operate below 40km/h without an appropriate cover vehicle.

13.3 PARKING

All Construction workers, project staff and visitors are to park in designated parking areas in the site compound (Refer to Figure 14 below). Any other approved parking areas within the project footprint is to as per Vehicle Movement Plans for each work-zone.

No construction vehicle parking is permitted along the road reserve or shoulder along Ferrers road or any other public road unless approved by Blacktown City Council.

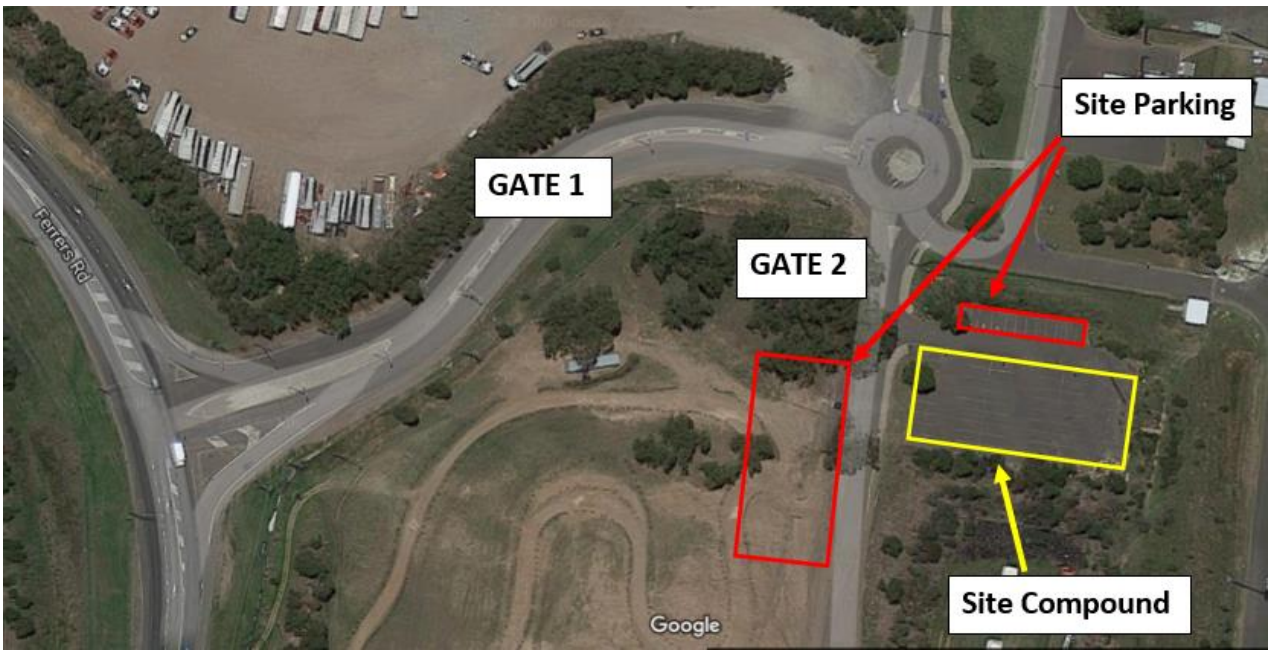


Figure 18 Overview of designated Parking areas adjacent to the Site Compound

14 IMPACTS TO ADJACENT STAKEHOLDERS

14.1 BUS ROUTES

No Bus stops and identified Bus routes exist within the proposed haulage route on Ferrers Road. The nearest bus stop to the project site is located at Peter Brock Drive, about two kilometres north of the project site and is serviced by local bus service Route 724 (Refer to



Figure 14)

Figure 19 Extract from Greater Bus Western Sydney Bus Network Map

14.2 LOCAL BUSINESSES

No schools, aged care and childcare facilities have been identified with the project footprint and proposed haulage routes.

The following adjacent properties are located off Ferrers Road within the proposed haulage route (see Figure 15 below) -

- Entrance to Water NSW pipelines corridor (both on Northbound and Southbound side of Ferrers Road).
- Austral Bricks facility entrance

Blocking entrances to the identified properties at any point of time is strictly prohibited and isn't required to complete the planned works.

Likewise, access to other properties within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports is to be maintained at all times (refer to Figure 21) , including the necessary provision for emergency vehicle access. Whilst no disruptions are planned, if there is to be any duration of disruption due to construction works, the relevant stakeholder is to be consulted with first and adequate wayfinding signage and directions provided. The following measures are in place to Sydney Dragway is not adversely impacted by construction works –

- Provision of alternate site access points for Sydney Dragway which does not interact with Principal Contractor occupied areas of the site
- Weekly coordination meetings to discuss construction activities and Sydney Dragway events and logistics.
- Regular stakeholder notification of planned construction activities as per the Community Liaison Strategy.

This is to be included as part of the project site induction and Vehicle Movements Plans for the applicable works.

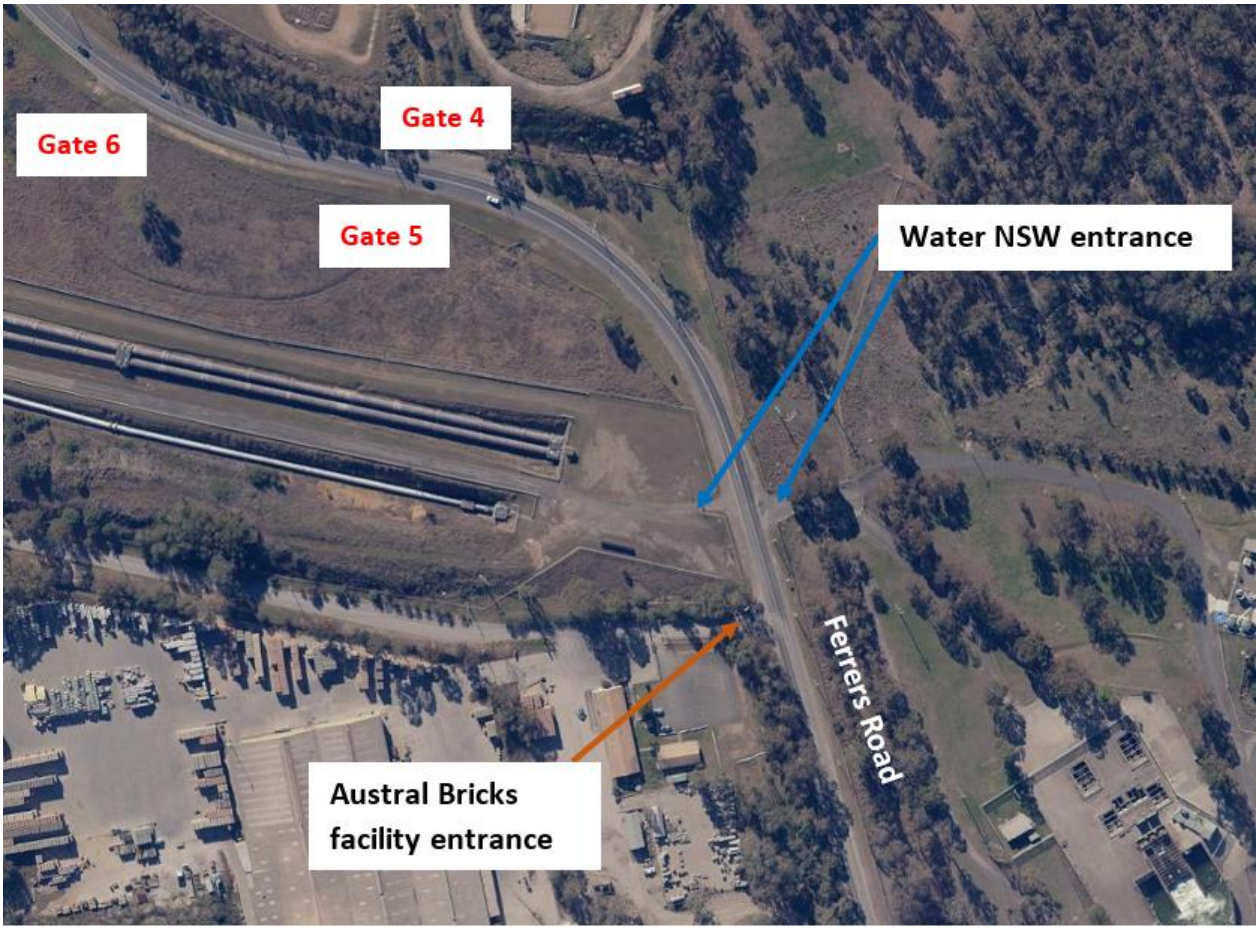


Figure 20 Overview of property entrances within the haulage routes

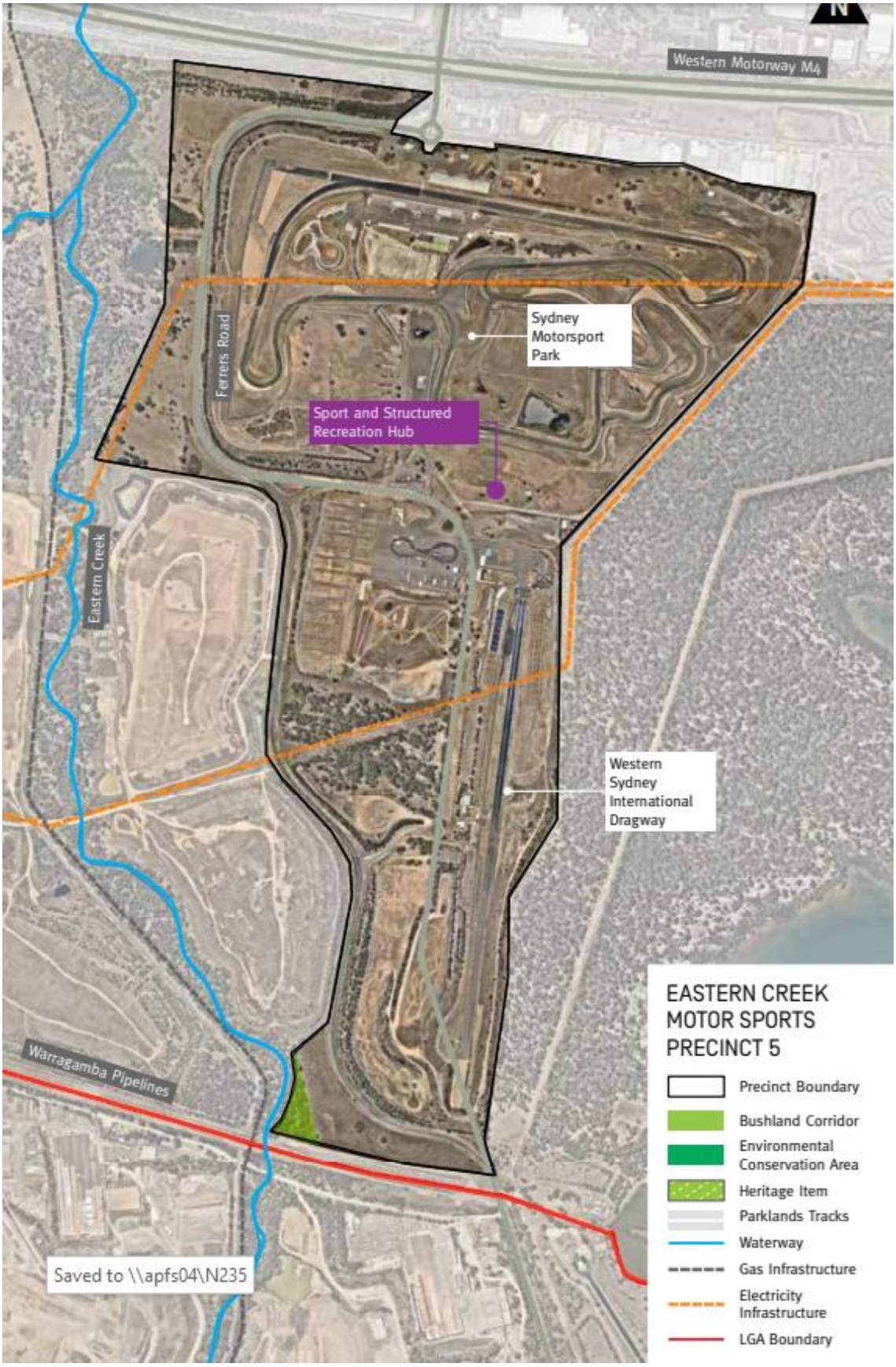


*Figure 21 Extract from **Plan of Management 2030 :Precinct 5: Eastern Creek Motor Sports***

15 IMPACTS TO TRAFFIC

This section provides a summary of activities and their impacts to traffic for Ferrers Rd.

Table 14 - Summary of Traffic Impacts

Activity	Impact	Reference
Stage 1 – Bulk Earthworks : Cut to stockpile haulage from Carpark D1 and Speedway using Ferrers Road	Additional construction traffic on road network and interface with road users when entering/exit site and stockpile areas	Section 12.2
Stage 2 – Bulk Earthworks : Cut to stockpile haulage from Carpark D2 and Carpark A and Speedway using Ferrers Road	Additional construction traffic on road network and interface with road users when entering/exit site and stockpile areas	Section 12.3
Stage 3 – Bulk Earthworks : Cut to stockpile haulage from Carpark C using Ferrers Road	Additional construction traffic on road network and interface with road users when entering/exit site and stockpile areas	Section 12.4
Stage 4 – Landscaping : carting topsoil from stockpile area back to project site	Additional construction traffic on road network and interface with road users when entering/exit site and stockpile areas	Section 12.7
Import of materials to site	Additional construction traffic on road network and interface with road users when entering/exit site	Section 12.8
General Construction Vehicles	Additional construction traffic on road network and interface with road users when entering/exit site	Section 12.9
Cyclists and Pedestrians	Interface with cyclist and pedestrians at site access points off Ferrers Road	Section 12.10

16 ROAD SAFETY AUDITS

Road Safety Audits of the CTMP (desktop review) will be carried out prior to its implementation. All Road Safety Audits must be undertaken in accordance with the TfNSW (former RMS) 'Guidelines for Road Safety Audit Practices (2011), with reference to current practices outlined in Austroads Guide to Road Safety Part 6 Road Safety Audit (2009) and the Sydney Metro Principal Contractor H&S Standard.

Any changes to traffic conditions proposed by the CTMP will be subject to an on-site road safety audit by the auditor after its implementation.

Copies of the Road Safety audit, its findings and any subsequent close-outs will be provided to Sydney Metro within 48 hours of receiving the Road Safety Audit. *Refer to **Appendix J** for copies of the RSA.*

16.1 RSA FINDINGS – MAIN WORKS CTMP

An RSA of the main works CTMP was undertaken by Road Safety Network on 01/12/2020. A copy of the RSA is available in Appendix J. A summary of the findings and relevant close-out of the RSA is shown below.

Table 15 - Summary of findings and close-out of RSA

Item no.	RSA Review comment	Abergeldie Close-out
1	Section 2.2 mentions Appendix G of the CTMP to capture Stakeholder correspondence however Appendix G is labelled as *Construction Staging Plan*	Accepted. Appendix G labelled changed
2	Section 2.3 - Community stakeholders should also include in the list, any relevant companies or community groups who may be affected by the works, an example is the Marconi Bike club located within the motorsport complex who may hold road races. Evidence of communication should be provided.	Accepted. Reference is now made to the Community Communication Strategy Management Plan which manages all stakeholder liaision
3	Section 11.1 and 11.2 - VMP shows heavy vehicles performing a u turn at the Chandos road roundabout. No information or swept paths are provided in the CTMP to show if the heavy vehicles used can make the u turn. Consider providing a swept path that shows the path the heavy vehicles will take to make the u turn.	Accepted. Swept path analysis undertaken and shown in Section 12.6
4	Section 11.8 - The G10 specifies that the constructors are to show how pedestrians will be catered for. Section 11.8 does not mention pedestrians or how they will be managed. The G10 is specific on showing how pedestrians will be managed during events, the procedure is not mentioned within section 11.8 on how this will be achieved. No information on the width of temporary paths or the materials that they will be constructed in are provided. This information should be provided in accordance with 1743.2 and TfNSW Traffic control manual.	Accepted. Refer to section 12.10
5	Section 22 and 22.1 provides information on the emergencies services to be used in case of an incident and the person responsible however, the chain of responsibility on who is to perform the response to an emergency is not provided. Consider providing a link to a flowchart or emergency management plan on the steps that will be taken if an incident occurs.	Accepted Appendix L – Emergency Response plan added to the CTMP
6	No pedestrian routes are identified on the TCP's.	Abergeldie response - As per Section 12.10, no interface between construction activities and pedestrians is envisaged for this project as Abergeldie will not be undertaking construction works during race events.

17 TIME MANAGEMENT

Abergeldie aims to meet its time related obligations. Among them are:

- Submitting revised TMP 3-4 weeks prior to the proposed commencement date for construction which affects traffic conditions;
- Submitting TCPs and VMPs at least 5 working days prior to its proposed use;
- Submitting ROLs at least 10 working days prior to its proposed use;
- Notifying a day prior to opening temporary roadways and detours to traffic;
- Submitting Road Safety Audit Reports within 7 days of implementation of the TCPs;
- Notifying emergency services and relevant sections of the community and transport industry of work which results in significant traffic disruption.

18 WORK SITES

18.1 TRAFFIC MANAGEMENT RISK WORKSHOP

The Project Manager will convene a Traffic Management Risk Assessment Workshop in accordance with specification G10. The TMP will be updated to include how the risks identified by work workshop will be addressed.

The traffic management related risk items assessed during the workshop shall include but not be limited to:

1. Training and knowledge requirements;
2. Planning for traffic switches;
3. Traffic Control Plans;
4. Safety barrier systems, including end terminals
5. Delineation, signage and guidance to motorists;
6. Working adjacent to live carriageway
7. Unexpected dilapidation impacts during construction
8. Incidents and emergencies
9. Night works
10. Environmental elements
11. Temporary roads including acceleration and deacceleration lanes
12. Public and school holiday impacts

19 TRAFFIC CONTROL DEVICES

All the traffic control devices are required to be in accordance with:

- Principal General Specification G10 (Speedway Works);
- TfNSW Traffic Control at Worksites Manual;
- AS1742.3 – 2009 Manual Uniform Traffic Control Devices Part 3: Traffic Control for Works on Roads; and
- Traffic Management Plan

20 SIGNAGE

All the traffic control Signage are required to be in accordance with:

- Principal General Specification G10 (Speedway Works);
- TfNSW Traffic Control at Worksites Manual;
- AS1742.3 – 2009 Manual Uniform Traffic Control Devices Part 3: Traffic Control for Works on Roads; and
- Traffic Management Plan

21 TRAINING

As per the CEMP, the relevant requirements of the CTMP will be communicated to employees, contractors and utility staff working on the project through the site induction training.

The induction will address:

- This TMP
- The existence of traffic restrictions and what this means for the project.
- Delivery hours and locations.
- Reporting and recording environmental incidents related to traffic.
- Traffic control measures and the development and implementation of Traffic Control Plans.
- Records will be kept of all personnel undertaking the site induction and training, including the contents of the training, date and name of trainer/s.
- Key staff will undertake more comprehensive training relevant to their position and/or responsibility.

22 INSPECTIONS, MONITORING, REPORTING & AUIDITING

22.1 INSPECTIONS

The requirement to inspect traffic control is stipulated in Section 6 of the TfNSW Traffic Control at Worksites Manual and Appendix A of Australian Standard 1742.3. There are three main types of inspection:

- Pre-start and pre-closedown inspections of short-term traffic control.
- Weekly inspections of long-term traffic control.
- Night inspections of long-term traffic control.

The Abergeldie Traffic Control inspection checklist will be used for the inspections. (Appendix D)

The responsibility and frequency of inspections is clearly stipulated in Section 6.1 of the Traffic Control at Worksites Manual and is summarised below:

Table 16 - Summary of Traffic Control Inspections

Inspection	Frequency
Pre-start and pre closedown	Daily observational monitoring of Before work starts, regularly through the shift and prior to closing down will be undertaken by the project team and any notes will be recorded in the site diary.
Weekly Inspections	On the day the work begins and TfNSW "Traffic Control at Worksites Manual of the Environmental Inspection Checklist
Night inspections	At least once during the first week and at least every 2 months recorded on the checklist in the TfNSW's "Traffic Control at Worksites Manual

Any non-conformances will be recorded on Rapid and will remain open until the issue has been resolved.

22.2 MONITORING

Traffic monitoring during the construction phase will include daily pre-start visual inspections of vehicles to ensure vehicles are maintained in good working order and in accordance with manufacturer specifications, and noise controls (efficient silencers, low-noise mufflers etc.) have been installed and maintained (where reasonable and practicable).

Daily reviews of all traffic control management devices on site will be undertaken as per Traffic Control checklist provided in Appendix D of the TMP.

22.3 REPORTING

A monthly report will be produced by the Project Manager to summarise all monitoring results and any traffic incidents or non-conformances.

22.4 AUDITING

Audits (both internal and external) will be undertaken to assess the effectiveness of environmental controls and compliance with this plan, planning approvals and other relevant guidelines. The following elements may be included in the audit:

- Compliance with statutory obligations.
- Compliance with Abergeldie and Transport for NSW environmental standards, guidelines, specifications and contract conditions.
- Compliance with the CEMP and TMP.
- Adequacy of monitoring and operational reports.
- Completion of environmental actions.
- Adequacy of environmental training records.
- Adequacy of environmental records, checklists and document management systems.
- Preparation of environmental reports.
- Recording and completion of corrective actions following environmental incidents and complaints.
- Achievement of environmental performance objectives.

- Implementation of actions from previous audits.

A schedule for internal audits providing frequencies and responsibilities is provided as part of the Quality Management Plan.

23 EMERGENCY AND RESPONSE TO INCIDENTS

Abergeldie will provide traffic control by qualified traffic controllers for emergencies such as crashes and spillages along the work corridor. Where the New South Wales Police Force, Emergency Services, TfNSW and TMC are controlling an incident, the Project team shall comply with their requirements and instructions.

The inevitable nature of emergencies and their potentially significant social, economic and environmental consequences is acknowledged, and relevant state acts and legislation have been enacted to controlling these situations. The relevant acts identify agencies primarily responsible for controlling particular hazards/emergencies. Such agencies are detailed in the Table below.

Table 17 - Emergency Agencies

Event	Agency
Law Enforcement / Emergencies	Police
Fire	Fire Brigades / (e.g.) Rural Fire Service
Hazardous Materials:	Fire Brigades
Flood	State Emergency Service
Storm and Tempest	State Emergency Service
Traffic	Transport Management Centre (TMC)

23.1 AFTER HOURS TRAFFIC INCIDENTS

Where an after-hours emergency occurs in the form of a traffic incident, maintenance requirement for a traffic control device or temporary roadways, the following personnel from the Abergeldie project team will be responsible for attending site –

(Site Superintendent): Daniel McPherson – 0438 709 301)

The Emergency Response Management Plan is to be adhered in the response to any traffic incidents. ***Refer to Appendix L.***

24 REVIEW OF TMP

The Abergeldie Project team will undertake 3 monthly reviews of the TMP to ensure it is reflective of the updated traffic management requirements of the project.

The submission of Traffic Control plans, Traffic Staging plans, Vehicle movement plans, ROLs and other associated documents required by the G10 will be submitted or Principal review prior to any works which will alter the previously approved traffic management arrangements.

The continual improvement process will:

- At least monthly (or as incidents / non-conformances occur):
  - Determine the root cause or causes of non-conformances and deficiencies.

- Develop and implement a plan of corrective and preventative action to address non-conformances and deficiencies.
- Verify the effectiveness of the corrective and preventative actions.

Outcomes of these reviews shall be documented and retained for the duration of the project.

Any updates of the CTMP as part of its review will be firstly approved by ER prior to implementation of the amended document.

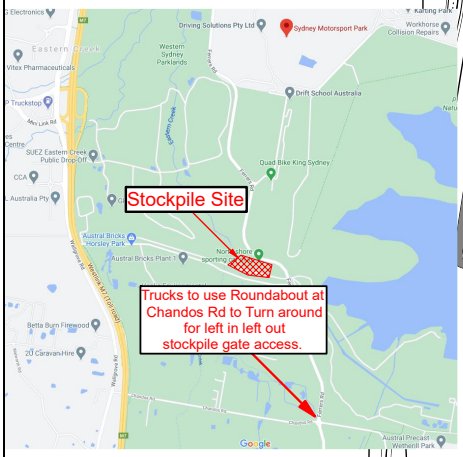
25 APPENDIX A – TRAFFIC CONTROL PLANS

TCP	Description	Status
TLVMP-AS-114593 REV G	Early Works – TCP and VMP	Complete
TLTCP-AS-114615 REV C	Main Works – Stage 1 TCP and VMP	Current – 30/09/2021
TLTCP-AS-114657 REV C	Main Works – Stage 2 TCP and VMP	Current – 30/09/2021
TLTCP-AS-114840 REV C	Main Works – Stage 3 TCP and VMP	Current – 30/09/2021
TLTCP-AS-121285 REV C	Ferrers Rd Eastern Creek Barriers install & removal TCP	Current – 30/09/2021
TLTCP-AS-121274 REV C	Ferrers Rd Barriers on Shoulder TCP	Current – 30/09/2021

ABERGELDIE
COMPLEX INFRASTRUCTURE

Sydney Metro International Speedway Early Works VMP

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Carpark
Carpark D 1
Temporary Carpark 1 B
Drag Strip
North South Link Rd
Footpath
Ferrets Rd
GATE 2
Temporary Carpark 1 A
Site Office
Proposed Speedway
Competitors Carpark
NOTE Concrete Barriers 100M in total
Stop Sign for trucks leaving stockpile site
GATE 4
GATE 6
GATE 5
Stockpile 1 B
Trucks to use Roundabout at Chandos Rd to Turn around for left in left out stockpile gate access.

Legend

- Concrete Barrier
- Early Haul Road
- Footpath
- Haul Road
- Site Parking Area
- tree
- Vehicle Entry Path
- Vehicle Exit Path
- Work Area

TRAFFIC LOGISTICS

Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Wollongong - 1300 001 599
Phone: Sydney - 02 4648 2200
Newcastle - 02 4050 0336

Client: Abergeldie	
Location: Sydney Motorsport Park	
Tcp No: TLTCP-AS-114593	REV: G
Scope Of Works: VMP Whole Site	
Tcp(s) Used as a Guide: 101, 57	
Tcp Designed Date: 26/11/2020	
Tcp Expire Date: 26/11/2022	
Designed by: M Hayward	
Cert. No: 0046246153	
Signature:	TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
80KM = 80M
EG: 70KM = 70M
60KM = 60M
50KM = 50M

This TCP design is based on TCAWS Manual 2018 - Version 5.0 and AS 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by suitably qualified personnel. All modifications to be signed off on this TCP along with certification number

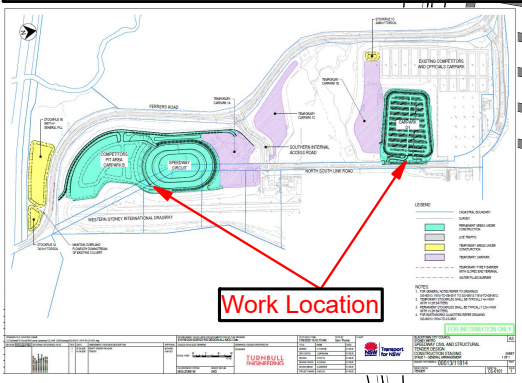
Implemented By

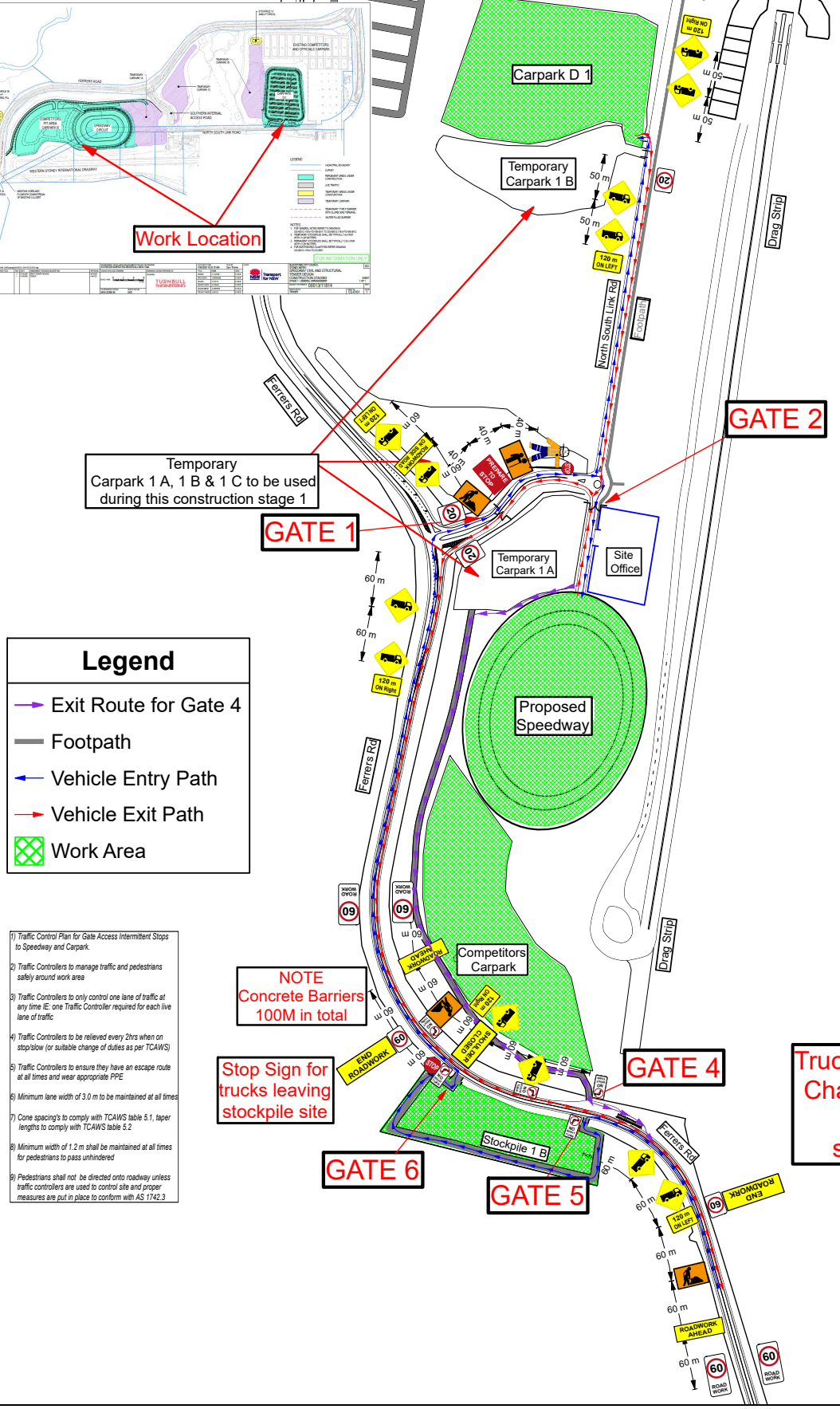
Name -
Cert No -
Date -
Signed -

ABERGELDIE
COMPLEX INFRASTRUCTURE

Stage 1 VMP

Stage 1
works will consist of Speedway, Competitors Carpark and Carpark D1 being worked on simultaneously





Legend

- Exit Route for Gate 4
- Footpath
- Vehicle Entry Path
- Vehicle Exit Path
- Work Area

1) Traffic Control Plan for Gate Access Intermittent Stops to Speedway and Carpark.
2) Traffic Controllers to manage traffic and pedestrians safely around work area
3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic
4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)
5) Traffic Controllers to ensure they have an escape route at all times and wear appropriate PPE
6) Minimum lane width of 3.0 m to be maintained at all times
7) Cone spacing's to comply with TCAWS table 5.1, taper lengths to comply with TCAWS table 5.2
8) Minimum width of 1.2 m shall be maintained at all times for pedestrians to pass unhindered
9) Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3

TRAFFIC LOGISTICS
www.invarion.com
Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Wollongong - 1300 001 599
Phone: Sydney - 02 4648 2200
Newcastle - 02 4050 0336

Client: Abergeldie
Location: Sydney Motorsport Park
Tcp No: TLTCP-AS-114615 REV: D
Scope Of Works: North South Link Rd
Tcp(s) Used as a Guide: 84
Tcp Designed Date: 23/11/2020
Tcp Expire Date: 23/11/2021
Designed by: M Hayward
Cert. No: 0046246153
Signature:

N W E S

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
EG: 80KM = 80M, 70KM = 70M, 60KM = 60M, 50KM = 50M

This TCP design is based on TCAWS Manual 2018 - Version 5.0 and AS 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by suitably qualified personnel. All modifications to be signed off on this TCP along with certification number

Implemented By

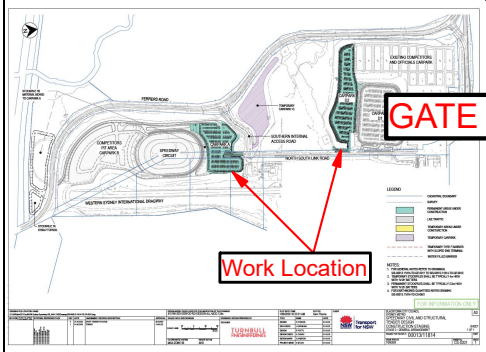
Name -
Cert No -
Date -
Signed -

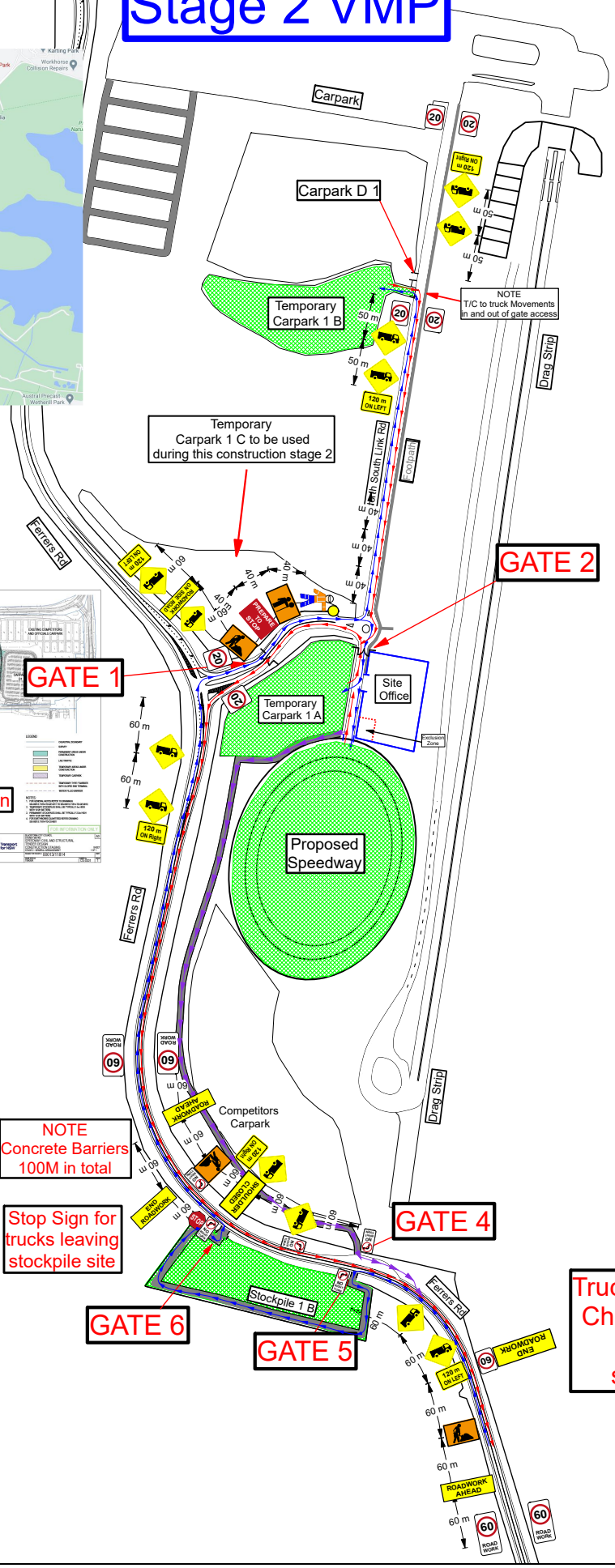
ABERGELDIE
COMPLEX INFRASTRUCTURE

Stage 2 VMP

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Legend

- Exit Route for Gate 4
- Footpath
- Vehicle Entry Path
- Vehicle Exit Path
- Work Area

NOTE
Purple Route for construction vehicles exiting gate 4

TRAFFIC LOGISTICS

Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Phone: Wollongong - 1300 001 599
Sydney - 02 4648 2200
Newcastle - 02 4050 0336

Client:	Abergeldie
Location:	Sydney Motorsport Park
Tcp No:	TLTCP-AS-114657
REV:	D
Scope Of Works:	North South Link Rd
Tcp(s) Used as a Guide:	84
Tcp Designed Date:	23/11/2020
Tcp Expire Date:	23/11/2022
Designed by:	M Hayward
Cert. No:	0046246153
Signature:	

N W E S

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
80KM = 80M
EG: 70KM = 70M
60KM = 60M
50KM = 50M

This TCP design is based on TCAWS Manual 2018 - Version 5.0 and AS 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by suitably qualified personnel. All modifications to be signed off on this TCP along with certification number

Implemented By

Name -

Cert No -

Date -

Signed -

1) Traffic Control Plan for Gate Access Intermittent Stops to Speedway and Carpark.

2) Traffic Controllers to manage traffic and pedestrians safely around work area

3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic

4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)

5) Traffic Controllers to ensure they have an escape route at all times and wear appropriate PPE

6) Minimum lane width of 3.0 m to be maintained at all times

7) Cone spacing's to comply with TCAWS table 5.1, taper lengths to comply with TCAWS table 5.2

8) Minimum width of 1.2 m shall be maintained at all times for pedestrians to pass unhindered

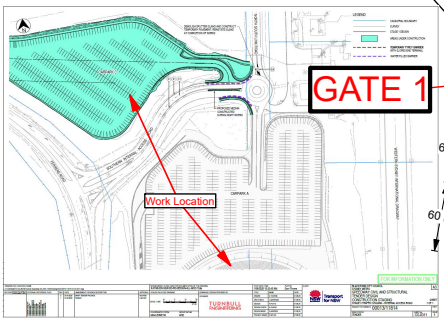
9) Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3

ABERGELDIE
COMPLEX INFRASTRUCTURE

Stage 3 VMP

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GATE 1

GATE 2

GATE 4

GATE 5

GATE 6

Carpark

Carpark D 1

Temporary Carpark 1 B

Temporary Carpark 1 A

Carpark 1 C

Site Office

Temporary Carpark 1 C to be used during this construction stage 2

Proposed Speedway

Competitors Carpark

Stockpile 1 B

Drag Strip

Ferrers Rd

North South Link Rd

Footpath

Legend

- Exit Route for Gate 4
- Footpath
- Vehicle Entry Path
- Vehicle Exit Path
- Work Area

NOTE
Concrete Barriers 100M in total

Stop Sign for trucks leaving stockpile site

NOTE
Purple Route for construction vehicles exiting gate 4

Trucks to use Roundabout at Chandos Rd to Turn around for left in left out stockpile gate access.

1) Traffic Control Plan for Gate Access Intermittent Stops to Speedway and Carpark.

2) Traffic Controllers to manage traffic and pedestrians safely around work area

3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic

4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)

5) Traffic Controllers to ensure they have an escape route at all times and wear appropriate PPE

6) Minimum lane width of 3.0 m to be maintained at all times

7) Cone spacing's to comply with TCAWS table 5.1, taper lengths to comply with TCAWS table 5.2

8) Minimum width of 1.2 m shall be maintained at all times for pedestrians to pass unhindered

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TRAFFIC LOGISTICS
Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Phone: Wollongong - 1300 001 599
Sydney - 02 4648 2200
Newcastle - 02 4050 0336

Client:	Abergeldie
Location:	Sydney Motorsport Park
Tcp No:	TLTCP-AS-114840
REV:	D
Scope Of Works:	North South Link Rd
Tcp(s) Used as a Guide:	84
Tcp Designed Date:	23/11/2020
Tcp Expire Date:	23/11/2022
Designed by:	M Hayward
Cert. No:	0046246153
Signature:	

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
80KM = 80M
EG: 70KM = 70M
60KM = 60M
50KM = 50M

This TCP design is based on TCAWS Manual 2018 - Version 5.0 and AS 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by suitably qualified personnel. All modifications to be signed off on this TCP along with certification number

Implemented By

Name -

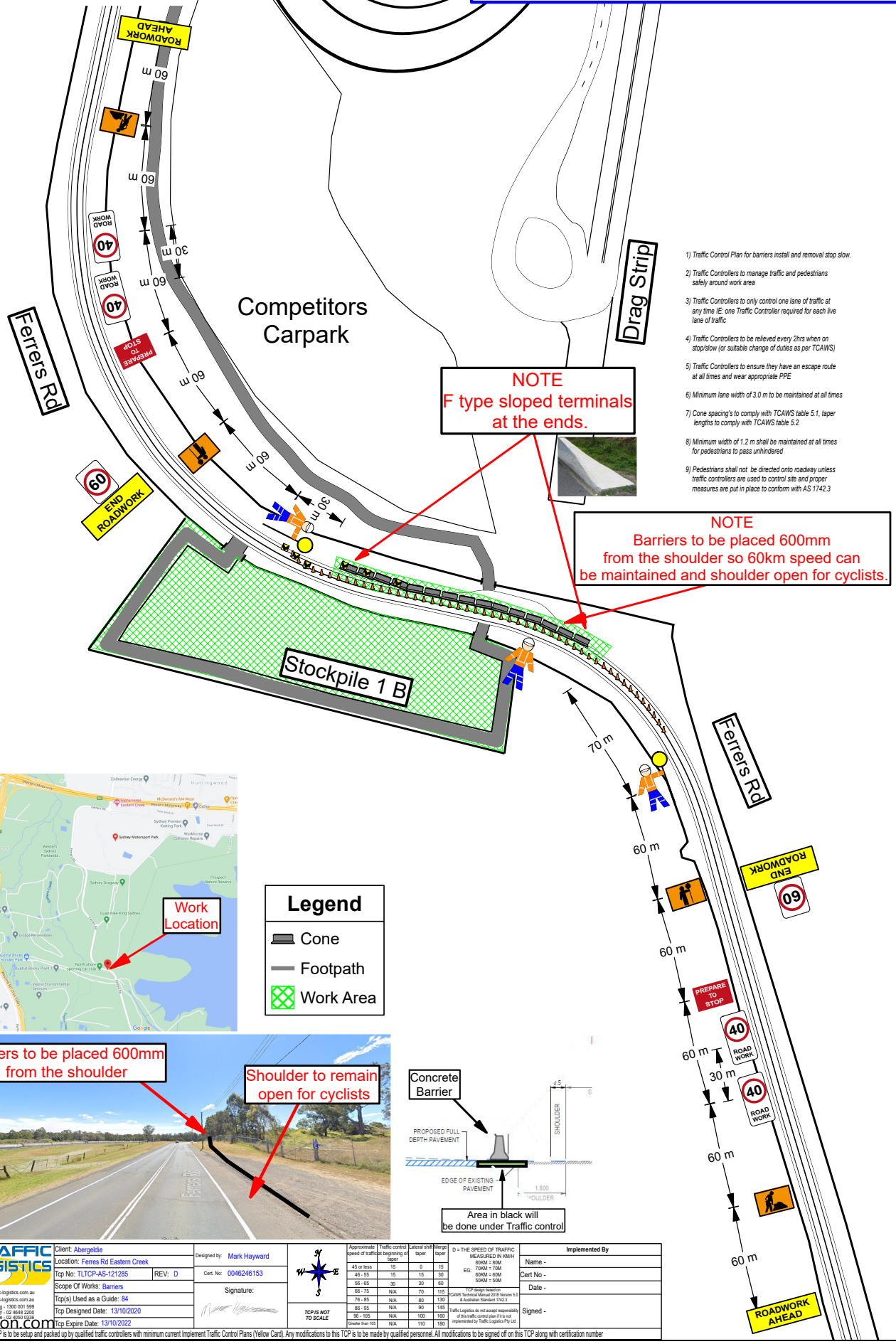
Cert No -

Date -

Signed -

ABERGELDIE
COMPLEX INFRASTRUCTURE

Ferres Rd Barriers installation & Removal TCP



1) Traffic Control Plan for barriers install and removal stop slow.

2) Traffic Controllers to manage traffic and pedestrians safely around work area

3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic

4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)

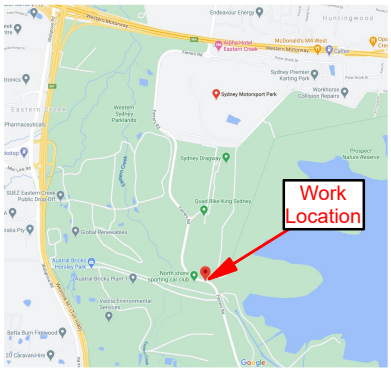
5) Traffic Controllers to ensure they have an escape route at all times and wear appropriate PPE

6) Minimum lane width of 3.0 m to be maintained at all times

7) Cone spacing's to comply with TCAWS table 5.1, taper lengths to comply with TCAWS table 5.2

8) Minimum width of 1.2 m shall be maintained at all times for pedestrians to pass unhindered

9) Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3



Legend

- Cone
- Footpath
- Work Area



Area in black will be done under Traffic control

TRAFFIC LOGISTICS
Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Wollongong - 1300 001 599
Phone: Sydney - 02 4648 2200
Newcastle - 02 4650 0336

Client: Abergeldie	Designed by: Mark Hayward
Location: Ferres Rd Eastern Creek	Cert. No: 0046246153
Tcp No: TLTCP-AS-121285 REV: D	Signature:
Scope Of Works: Barriers	
Tcp(s) Used as a Guide: 84	
Tcp Designed Date: 13/10/2020	
Tcp Expire Date: 13/10/2022	

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
EG: 80KM = 80M, 70KM = 70M, 60KM = 60M, 50KM = 50M

TCP design based on TCAWS Technical Manual 2018 Version 5.0 & Australian Standard 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics Pty Ltd

Implemented By	
Name -	
Cert No -	
Date -	
Signed -	

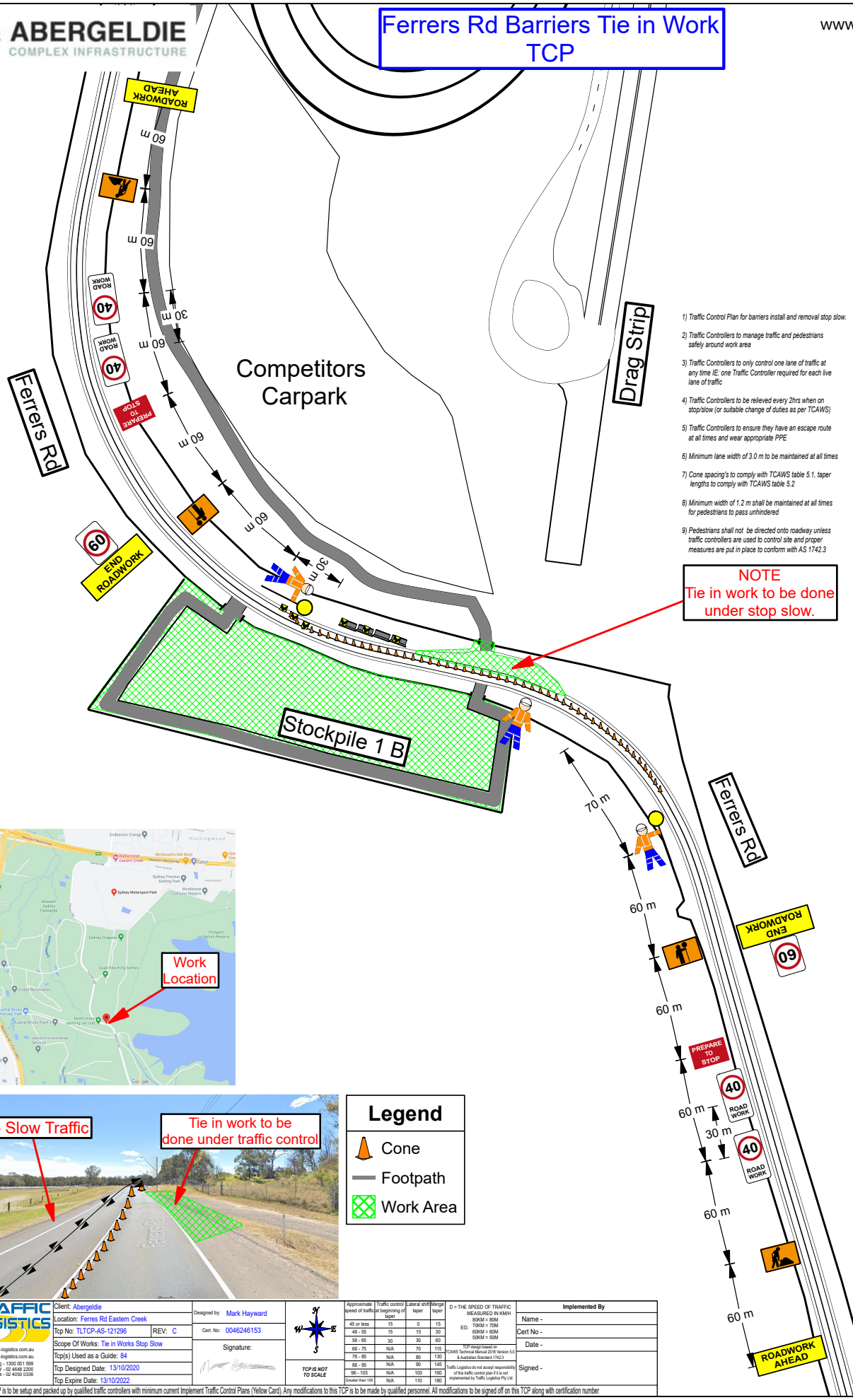
This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by qualified personnel. All modifications to be signed off on this TCP along with certification number

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ABERGELDIE
COMPLEX INFRASTRUCTURE

Ferrers Rd Barriers Tie in Work TCP

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1) Traffic Control Plan for barriers install and removal stop slow.

2) Traffic Controllers to manage traffic and pedestrians safely around work area

3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic

4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)

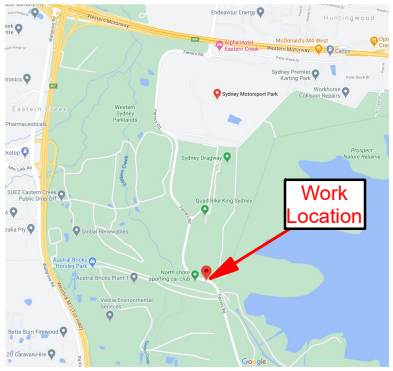
5) Traffic Controllers to ensure they have an escape route at all times and wear appropriate PPE

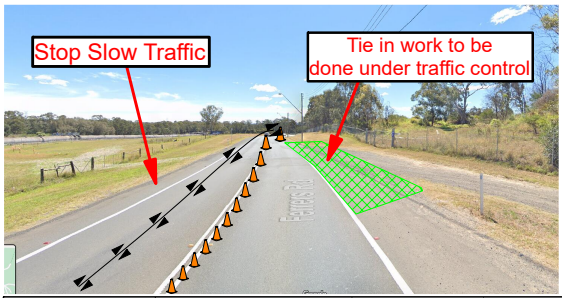
6) Minimum lane width of 3.0 m to be maintained at all times

7) Cone spacing's to comply with TCAWS table 5.1, taper lengths to comply with TCAWS table 5.2

8) Minimum width of 1.2 m shall be maintained at all times for pedestrians to pass unhindered

9) Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3





Legend

- Cone
- Footpath
- Work Area

TRAFFIC LOGISTICS

Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Phone: Wollongong - 1300 001 599 Sydney - 02 4648 2200 Newcastle - 02 4050 0336

Client:	Abergeldie
Location:	Ferres Rd Eastern Creek
Tcp No:	TLTCP-AS-121296
REV:	C
Scope Of Works:	Tie in Works Stop Slow
Tcp(s) Used as a Guide:	84
Tcp Designed Date:	13/10/2020
Tcp Expire Date:	13/10/2022

Designed by: Mark Hayward

Cert. No: 0046246153

Signature:

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
80KM = 80M
EG: 70KM = 70M
60KM = 60M
50KM = 50M

TCP design based on TCAWS Technical Manual 2018 Version 5.0 & Australian Standard 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics Pty Ltd

Implemented By	
Name -	
Cert No -	
Date -	
Signed -	

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by qualified personnel. All modifications to be signed off on this TCP along with certification number

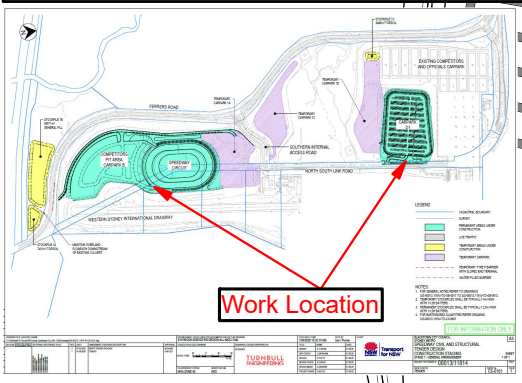
26 APPENDIX B - VEHICLE MOVEMENT PLANS

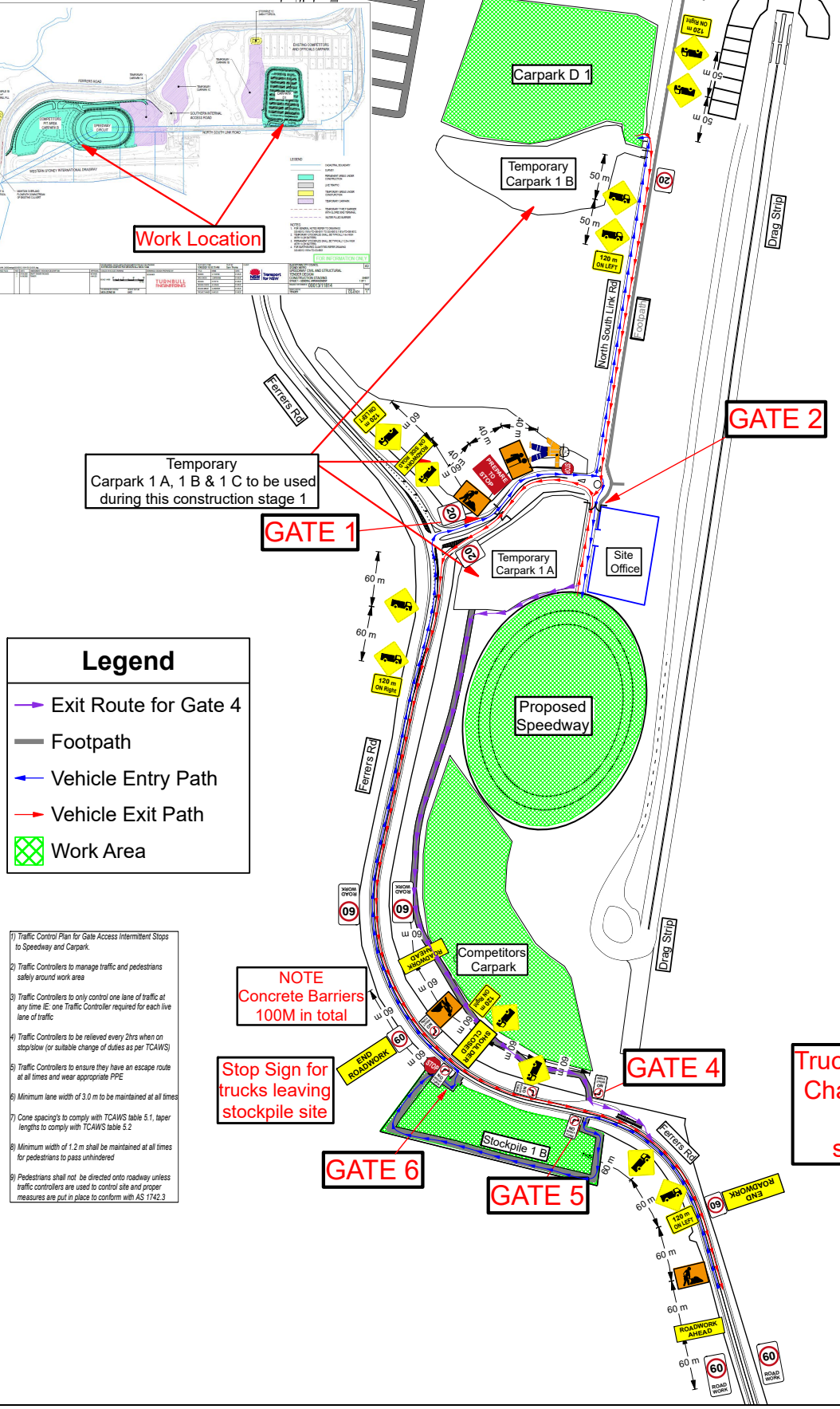
VMP	Description	Status
TLVMP-AS-114593 REV G	Early Works – TCP and VMP	Complete
TLTCP-AS-114615 REV C	Main Works – Stage 1 TCP and VMP	Current – 30/09/2021
TLTCP-AS-114657 REV C	Main Works – Stage 2 TCP and VMP	Current – 30/09/2021
TLTCP-AS-114840 REV C	Main Works – Stage 3 TCP and VMP	Current – 30/09/2021

ABERGELDIE
COMPLEX INFRASTRUCTURE

Stage 1 VMP

Stage 1
works will consist of Speedway, Competitors Carpark and Carpark D1 being worked on simultaneously





Legend

- Exit Route for Gate 4
- Footpath
- Vehicle Entry Path
- Vehicle Exit Path
- Work Area

1) Traffic Control Plan for Gate Access Intermittent Stops to Speedway and Carpark.
2) Traffic Controllers to manage traffic and pedestrians safely around work area
3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic
4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)
5) Traffic Controllers to ensure they have an escape route at all times and wear appropriate PPE
6) Minimum lane width of 3.0 m to be maintained at all times
7) Cone spacing's to comply with TCAWS table 5.1, taper lengths to comply with TCAWS table 5.2
8) Minimum width of 1.2 m shall be maintained at all times for pedestrians to pass unhindered
9) Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3

TRAFFIC LOGISTICS
www.invarion.com
Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Wollongong - 1300 001 599
Phone: Sydney - 02 4648 2200
Newcastle - 02 4050 0336

Client: Abergeldie
Location: Sydney Motorsport Park
Tcp No: TLTCP-AS-114615 REV: D
Scope Of Works: North South Link Rd
Tcp(s) Used as a Guide: 84
Tcp Designed Date: 23/11/2020
Tcp Expire Date: 23/11/2021
Designed by: M Hayward
Cert. No: 0046246153
Signature:

N W E S

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
EG: 80KM = 80M, 70KM = 70M, 60KM = 60M, 50KM = 50M

This TCP design is based on TCAWS Manual 2018 - Version 5.0 and AS 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by suitably qualified personnel. All modifications to be signed off on this TCP along with certification number

Implemented By

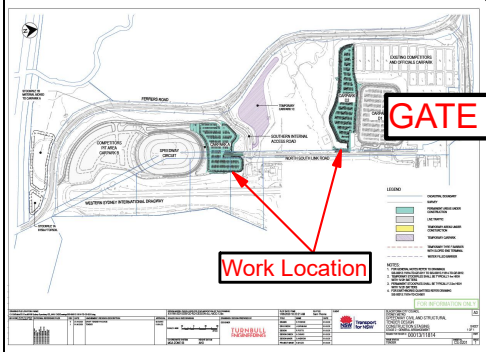
Name -
Cert No -
Date -
Signed -

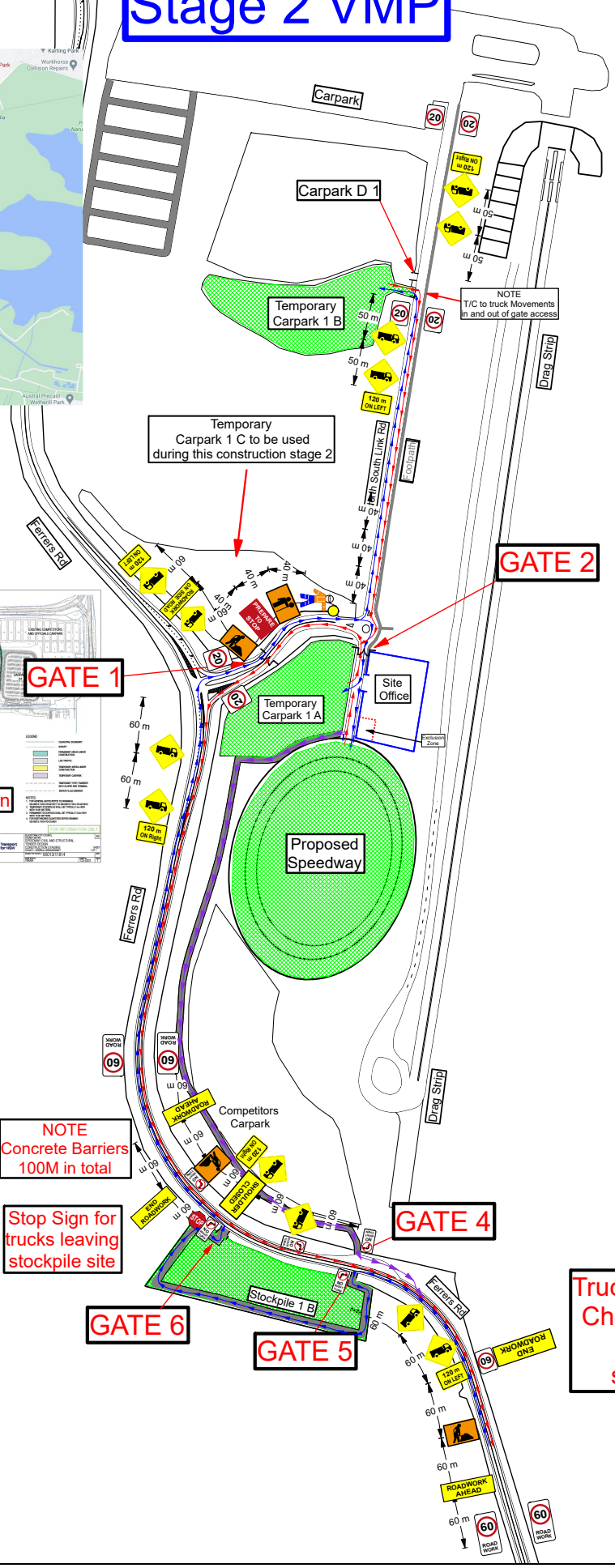
ABERGELDIE
COMPLEX INFRASTRUCTURE

Stage 2 VMP

www.invarion.com







Legend

- Exit Route for Gate 4
- Footpath
- Vehicle Entry Path
- Vehicle Exit Path
- Work Area

NOTE
Purple Route for construction vehicles exiting gate 4

TRAFFIC LOGISTICS

Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Phone: Wollongong - 1300 001 599
Sydney - 02 4648 2200
Newcastle - 02 4050 0336

Client:	Abergeldie
Location:	Sydney Motorsport Park
Tcp No:	TLTCP-AS-114657
REV:	D
Scope Of Works:	North South Link Rd
Tcp(s) Used as a Guide:	84
Tcp Designed Date:	23/11/2020
Tcp Expire Date:	23/11/2022
Designed by:	M Hayward
Cert. No:	0046246153
Signature:	

N W E S

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
80KM = 80M
EG: 70KM = 70M
60KM = 60M
50KM = 50M

This TCP design is based on TCAWS Manual 2018 - Version 5.0 and AS 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by suitably qualified personnel. All modifications to be signed off on this TCP along with certification number

Implemented By

Name -

Cert No -

Date -

Signed -

1) Traffic Control Plan for Gate Access Intermittent Stops to Speedway and Carpark.

2) Traffic Controllers to manage traffic and pedestrians safely around work area

3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic

4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)

5) Traffic Controllers to ensure they have an escape route at all times and wear appropriate PPE

6) Minimum lane width of 3.0 m to be maintained at all times

7) Cone spacing's to comply with TCAWS table 5.1, taper lengths to comply with TCAWS table 5.2

8) Minimum width of 1.2 m shall be maintained at all times for pedestrians to pass unhindered

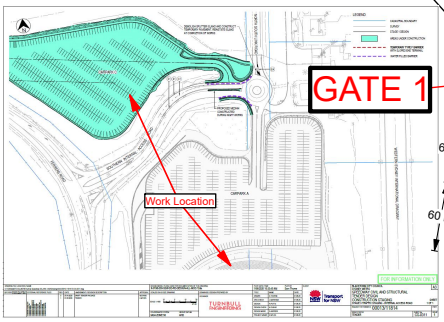
9) Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3

ABERGELDIE
COMPLEX INFRASTRUCTURE

Stage 3 VMP

www.invarion.com





GATE 1

GATE 2

GATE 4

GATE 5

GATE 6

Carpark

Carpark D 1

Temporary Carpark 1 B

Temporary Carpark 1 A

Carpark 1 C

Site Office

Temporary Carpark 1 C to be used during this construction stage 2

Proposed Speedway

Competitors Carpark

Stockpile 1 B

Drag Strip

Ferrers Rd

North South Link Rd

Footpath

Legend

- Exit Route for Gate 4
- Footpath
- Vehicle Entry Path
- Vehicle Exit Path
- Work Area

NOTE
Concrete Barriers 100M in total

Stop Sign for trucks leaving stockpile site

NOTE
Purple Route for construction vehicles exiting gate 4

Trucks to use Roundabout at Chandos Rd to Turn around for left in left out stockpile gate access.

1) Traffic Control Plan for Gate Access Intermittent Stops to Speedway and Carpark.

2) Traffic Controllers to manage traffic and pedestrians safely around work area

3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic

4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)

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TRAFFIC LOGISTICS
Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Phone: Wollongong - 1300 001 599
Sydney - 02 4648 2200
Newcastle - 02 4050 0336

Client:	Abergeldie
Location:	Sydney Motorsport Park
Tcp No:	TLTCP-AS-114840
REV:	D
Scope Of Works:	North South Link Rd
Tcp(s) Used as a Guide:	84
Tcp Designed Date:	23/11/2020
Tcp Expire Date:	23/11/2022
Designed by:	M Hayward
Cert. No:	0046246153
Signature:	

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
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This TCP design is based on TCAWS Manual 2018 - Version 5.0 and AS 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by suitably qualified personnel. All modifications to be signed off on this TCP along with certification number

Implemented By

Name -

Cert No -

Date -

Signed -

27 APPENDIX C– WRA RISK ASSESSMENT

COMPANY DETAILS – *Tick the applicable operational office location for the workplace*

☐ Abergeldie Contractors
5 George Young Street
Regents Park
NSW 2143
(P) 02 8717 7777
(F) 02 8717 7778
ABN# 47 004 533 519

☐ Abergeldie Constructions Pty Ltd
97 Old Toombul Rd,
Northgate
QLD 4013
(P) 07 3621 0000
(F) 07 3630 4100
ABN# 60 090 805 959

☐ Abergeldie Contractors Pty Ltd
1/16 Huntingdale Drive,
Thornton
NSW 2322
(P) 02 4966 3899
(F) 02 4966 3859
ABN# 47 004 533 519

☐ Abergeldie Contractors Pty Ltd
Unit 1, 92 Hoskins Street,
Mitchell
ACT 2911
(P) 02 6241 1755
(F) 02 6241 0712
ABN# 47 004 533 519

☐ Abergeldie Underground Pty Ltd
5 George Young Street
Regents Park
NSW 2143
(P) 02 8717 7777
(F) 02 8717 7778
ABN# 56 126 137 693

☐ Abergeldie Rail Pty Ltd
5 George Young Street
Regents Park
NSW 2143
(P) 02 8717 7777
(F) 02 8717 7778
ABN# 47 130 586 551

☐ Abergeldie Rehabilitation Pty Ltd
5 George Young Street
Regents Park
NSW 2143
(P) 02 8717 7777
(F) 02 8717 7778
ABN# 90 601 658 066

☐ Abergeldie Complex Infrastructure Limited
1 Croskery Road
Papakura
New Zealand 2110
(P) +64 9 295 2570
(F) +64 9 299 1577
NZBN# 9429045930997

The purpose of this Workplace Risk Assessment (WRA) is to assist with the planning of controlling identified hazards associated with the activities at this workplace – it is not intended to be a detailed individual task by task risk assessment but rather an overview of potential sources of harm that may be experienced during execution of the work and what controls may be implemented to minimise the level of harm from those hazards. The detailed step by step task related risk assessment shall be covered by task specific Safe Work Method Statements (SWMS). It may be used to coordinate resources, identify gaps in competencies to perform a specific task or re-arrange activities for efficiency gains.

WORKPLACE NAME		**PROJECT NUMBER**	
DEVELOPED BY		**DATE**	
SCOPE OF WORKS			

REVISION HISTORY - *The WRA is carried out prior to works commencing and shall be reviewed at least every 6 - 8 weeks or when the scope of work has changed.*

Note: Review and Approval of this WRA shall only be by the Construction Manager, Delivery Manager or Relevant Manager.

Rev No:	*Initial Issue*														
Date of Review															
Reviewed by															
Approved by															

LEGISLATIVE REFERENCES – *list Legislation, Codes of Practice or Standards that specifically apply to this scope of work.*

GENERAL HAZARDS *– List hazards and risks that are present for each general activity throughout the duration of the works. Risk Scores are detailed on Form WHS001-F01 – Risk Matrices. Nominated controls should be an overview how the hazard / risk shall be managed. Excessive detail is not required.*

Activity *Provide a general description of the activity to performed*	**Hazard Description** *Identify the hazards associated with each activity*	**Risk Description** *Identify what would reasonably be expected to occur if exposed to the hazard*	**Initial Risk Score** *Without any controls implemented*	**Controls/Risk Treatments** *Determine necessary actions to eliminate or control risk. The risk must be reduced or controlled to a level as low as reasonably practicable before work commences.* **(Controls may be contained in SWMS, Safe Work Procedure, SMP / EMP ref, Client references, codes of practice etc)**	**Residual Risk Score** *With controls implemented*	**Responsibility to Action** *Indicate who ensures the control is put in place before work commences.*

Activity *Provide a general description of the activity to performed*	**Hazard Description** *Identify the hazards associated with each activity*	**Risk Description** *Identify what would reasonably be expected to occur if exposed to the hazard*	**Initial Risk Score** *Without any controls implemented*	**Controls/Risk Treatments** *Determine necessary actions to eliminate or control risk. The risk must be reduced or controlled to a level as low as reasonably practicable before work commences.* **(Controls may be contained in SWMS, Safe Work Procedure, SMP / EMP ref, Client references, codes of practice etc)**	**Residual Risk Score** *With controls implemented*	**Responsibility to Action** *Indicate who ensures the control is put in place before work commences.*

Activity *Provide a general description of the activity to performed*	**Hazard Description** *Identify the hazards associated with each activity*	**Risk Description** *Identify what would reasonably be expected to occur if exposed to the hazard*	**Initial Risk Score** *Without any controls implemented*	**Controls/Risk Treatments** *Determine necessary actions to eliminate or control risk. The risk must be reduced or controlled to a level as low as reasonably practicable before work commences.* **(Controls may be contained in SWMS, Safe Work Procedure, SMP / EMP ref, Client references, codes of practice etc)**	**Residual Risk Score** *With controls implemented*	**Responsibility to Action** *Indicate who ensures the control is put in place before work commences.*

28 APPENDIX D– TRAFFIC CONTROL CHECKLISTS

SWP033-F01 Traffic Control Inspection Checklist

TRAFFIC CONTROL INSPECTION CHECKLIST

Note: If traffic controls are installed on a public road in accordance with local traffic authority approved TCP / TMP – then the traffic controls shall be inspected by an appropriately ticketed person with applicable level qualification using the local traffic authority inspection checklist. The following inspection can be carried out by the Site Supervisor with any identified issues resolved on site if within their ability or otherwise given to the nominated traffic controller contractor to resolve.

Project Name:	
Project No:	

INSPECTION CRITERIA	Yes	No	N/A	Comments / Action
Separation				
Are separate entries and exits provided for vehicles and pedestrians including visitors?	☐	☐	☐	
Do the entries and exits protect pedestrians from being struck by vehicles?	☐	☐	☐	
Does the layout of the workplace effectively separate pedestrians, vehicles and powered mobile plant?	☐	☐	☐	
Are systems in place to keep pedestrians and moving vehicles or plant apart like physical barriers, exclusion zones and safety zones?	☐	☐	☐	
Vehicle routes				
Are the roads and pathways within the workplace suitable for the types and volumes of traffic?	☐	☐	☐	
Are loading zones clearly marked?	☐	☐	☐	
Do vehicle route designs take into account vehicle characteristics under all conditions, for example emergency braking, running out of fuel or adverse weather?	☐	☐	☐	
Are there enough suitable parking places for every vehicle and are they used?	☐	☐	☐	
Are traffic directions clearly marked and visible?	☐	☐	☐	
If a one way system is provided for vehicle routes within the workplace is it properly designed, signposted and used?	☐	☐	☐	
Are vehicle routes wide enough to separate vehicles and pedestrians and for the largest vehicle using them?	☐	☐	☐	
Do vehicle routes have firm and even surfaces?	☐	☐	☐	
Are vehicle routes kept clear from obstructions and other hazards?	☐	☐	☐	
Are vehicle routes well maintained?	☐	☐	☐	
Do vehicle routes avoid sharp or blind corners?	☐	☐	☐	
Pedestrian routes				
Are pedestrian walkways separated from vehicles?	☐	☐	☐	
Where necessary are there safe pedestrian crossings on vehicle routes?	☐	☐	☐	
Is there a safe pedestrian route which allows visitors to access the site office and facilities?	☐	☐	☐	
Are pedestrian walkways clearly marked?	☐	☐	☐	
Are pedestrian walkways well maintained?	☐	☐	☐	
Vehicle movement				
Have drive-through, one-way systems been used to reduce the need for reversing?	☐	☐	☐	
Are non-essential workers excluded from areas where reversing occurs?	☐	☐	☐	
Are vehicles slowed to safe speeds, for example speed limiters on mobile plant or chicanes on vehicle routes?	☐	☐	☐	
Do drivers use the correct routes, drive within the speed limit and follow site rules?	☐	☐	☐	
Signs				
Are there appropriate speed limit signs?	☐	☐	☐	
Are there clear warnings of powered mobile plant hazards?	☐	☐	☐	
Is there clear signage of pedestrian and powered mobile plant exclusion zones?	☐	☐	☐	
Is lighting adequate to ensure signs are visible, particularly at night?	☐	☐	☐	
Warning devices				
Are flashing lights, sensors and reversing alarms installed on powered mobile plant?	☐	☐	☐	
Personal Protective Equipment				
Is PPE like high visibility clothing provided and used where necessary?	☐	☐	☐	

INSPECTION CRITERIA	Yes	No	N/A	Comments / Action
Information, training and supervision				
Have workers received site specific training and information on traffic hazards, speed limits, parking and loading areas?	☐	☐	☐	
Is information and instruction about safe movement around the workplace provided to visitors and external delivery drivers?	☐	☐	☐	
Is the level of supervision sufficient to check traffic movement and ensure safety of pedestrians and drivers?	☐	☐	☐	
Vehicle safety				
Have vehicles and powered mobile plant been selected which are appropriate for the tasks to be done?	☐	☐	☐	
Do vehicles have good direct visibility or devices for improving vision like external and side mirrors and reversing sensors?	☐	☐	☐	
Are vehicles fitted with effective service and parking brakes?	☐	☐	☐	
Do vehicles and powered mobile plant have seatbelts where necessary?	☐	☐	☐	
Is there a regular maintenance program for all vehicles and powered mobile plant?	☐	☐	☐	
Is there a system for reporting faults on all vehicles and powered mobile plant?	☐	☐	☐	
Do drivers carry out basic safety checks before using vehicles?	☐	☐	☐	
Traffic Signs				
Are all external to site traffic signs installed / located as per TCP / TMP?	☐	☐	☐	
Are any modification to approved TCP / TMP been approved?	☐	☐	☐	
Are all signs free of obstructions limiting visual contact by drivers?	☐	☐	☐	
Are all signs free of damage affecting their readability?	☐	☐	☐	
Are signs visible in all lighting conditions / weather conditions?	☐	☐	☐	
Are all signs of the correct size?	☐	☐	☐	
Are all signs installed at the correct height?	☐	☐	☐	
Are VMS signs placed in clear line of sight to drivers?	☐	☐	☐	
Are VMS signs parked / placed in safe position?	☐	☐	☐	
Are traffic speeds being adhered to?	☐	☐	☐	
Are appropriate cautionary / warning signs placed well in advance on the approach to the works?	☐	☐	☐	
Any signs not use have been covered over?	☐	☐	☐	
Has access for cyclists / pedestrians been provided for?	☐	☐	☐	
Has access into / out of property been provided for?	☐	☐	☐	
Traffic Controllers				
Are traffic controllers (TC) being used?	☐	☐	☐	
Are there sufficient / correct number of TC in use?	☐	☐	☐	
Are TC qualifications / tickets current and sighted?	☐	☐	☐	
Has an appropriate means of communication between TC been established?	☐	☐	☐	
Traffic Barriers				
Are traffic barriers installed correctly?	☐	☐	☐	
Are the barriers the correct type for the application?	☐	☐	☐	
Are water barriers filled?	☐	☐	☐	
If using flex-barriers, are workers working outside the deflection zone?	☐	☐	☐	
Have speeds been adjusted to suit barrier type and installation?	☐	☐	☐	
Corrective Actions Required as a result of Inspection				

Traffic Controls Inspected by:		**Dated:**	

Note: If the answer is "No" to any of the above questions, then the identified issue shall be immediately rectified by site personnel if within their ability to do so or alternatively having the traffic control contractor return to site and rectify. If a potential issue cannot be immediately rectified – the Supervisor shall advise all site personnel of the unsafe condition and what action is to be taken to make area safe until properly resolved.

29 APPENDIX E– ENVIRONMENTAL ASSESSMENT CHECKLIST

Not required under Main Works CTMP

30 APPENDIX F – RMS CATEGORY G REGISTRATION

- ***Traffic Logistics*** RMS "Category G" Registration for Traffic Control
- ***Abergeldie Contractors*** RMS "Category G" Registration for Traffic Control

Transport
Roads & Maritime
Services

SF2019/159654

31 July 2019

Traffic Logistics Pty Limited
49 Industrial Road
Unanderra NSW 2526

Attn: Peter Nicholls
Group Systems
Manager

Tel: 1300 001 599
Email: peter@traffic-logistics.com.au

Mob: 0439 022 425

REGISTRATION OF CONTRACTORS

Dear Sir,

I refer to your renewal application for category G under the RMS Registration Scheme.

After the assessment, I would like to advise that your company has been registered with NSW RMS for:

Category G Provision of Traffic Control

The registration is valid for 3 years from the date of this letter and it will expire on 30 July 2022.

Yours faithfully,

Chris Martin
Manager Policy, Systems & Processes
Commercial Services Section
Technical & Project Services Branch
Infrastructure & Place Division

SF2020/100509

11 June 2020

Abergeldie Contractors Pty Ltd
PO Box 10
Regents Park NSW 2143

Attn: Michael Trumm
Estimating Manager

Tel: (02) 8717 7777
Mob: 0409 245 263

Fax: (02) 8717 7778
Email: mtrumm@abergeldie.com

REGISTRATION OF CONTRACTORS

Dear Sir,

I refer to your application for category G under TfNSW Registration Scheme.

After the assessment, I would like to advise that your company has been registered with TfNSW for:

Category G Provision of Traffic Control

The registration is valid for 3 years from the date of this letter and it will expire on 10 June 2023.

Yours faithfully,

Chris Martin
Manager Policy, Systems & Processes
Commercial Services Section
Finance & Commercial Branch
Infrastructure & Place Division

31 APPENDIX G – CONSTRUCTION STAGING PLAN

ABERGELDIE COMPLEX INFRASTRUCTURE

Abergeldie Contractors Pty Ltd

5 George Young St
Regents Park NSW 2143
(P) 02 8717 7777
(F) 02 8717 7778
ABN# 47 004 533 519

N235 SYDNEY INTERNATIONAL SPEEDWAY -

CONSTRUCT ONLY PACKAGE

CONTRACT No. 00013/11864

CONSTRUCTION STAGING PLAN

NOVEMBER 2020

CONTROLLED COPY No: 2

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1 DOCUMENT CONTROL

1.1 APPROVAL

FUNCTION	POSITION	NAME	SIGNATURE	DATE
Prepared by	Project Engineer	Anthony Chantery		6/11/2020
Reviewed by	Abergeldie Construction Manager	Joseph Maklouf		6/11/2020
Approved by	Abergeldie Project Director	Dmitri Khomoutov		6/11/2020

1.2 DOCUMENT REVISION STATUS

Each page of this document bears a unique job number and revision date. When revisions to the document are issued, the following table will be updated to show the most recent revision level. The revised document will be forwarded to the holders of controlled copies. Recipients are responsible for destroying or marking “superseded” on the previous revision.

REVISION DATE	AMENDMENT DESCRIPTION
02/11/2020	Controlled Copy 1
06/11/2020	Controlled Copy 2

Any changes within this document that modify either the scope or intent of the original document are highlighted in the right margin by a vertical bar (|).

Where review and revision is deemed warranted, i.e. such as comments received from the Client, or where necessary to reflect changes in contractual or Project requirements, or as a result of an incident then these revisions shall be reviewed by the respective Construction Manager and approved by the Project Director.

1.3 DISTRIBUTION (CONTROLLED COPIES)

COPY #	ISSUED TO	COMPANY / POSITION	DATE
1	Lorraine Chirawu	Sydney Metro – Senior Project Manager	02/11/2020
2	Lorraine Chirawu	Sydney Metro – Senior Project Manager	06/11/2020

1.4 ABBREVIATIONS AND DEFINITIONS

ACPL	Abergeldie Contractors Pty Ltd
Client	Sydney Metro West
Plan	Construction Staging Plan
Project	Sydney International Speedway - Construct Only Package
Subcontractor	This term refers to any subcontractor engaged by ACPL to deliver the Project

2 INTRODUCTION

2.1 PURPOSE

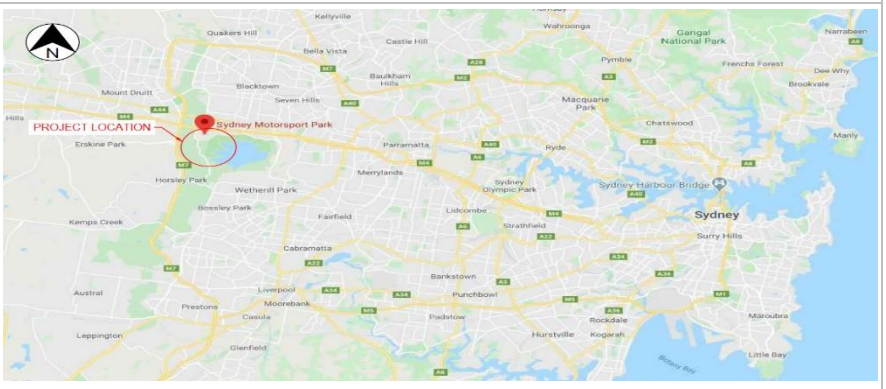
As specified in Project Specific QA Specification G1, Clause 11, the Construction Staging Plan details the proposed arrangements for each proposed construction stage for the entire period up to Contract Completion

This process procedure is a working document, which primary purpose is to govern site works procedures in partial fulfilment of ACPL's undertakings in the Project Quality, Safety and Environmental Management Plans.

2.1 RELATED DOCUMENTS

- Project Management Plan
- Construction Environment Management Plan
- Site Establishment Management Plan
- Clearing and Grubbing Plan
- Spoil Management Plan
- Spoil and Stockpile Management Protocol
- Erosion and Sedimentation Control Plans
- Flora and Fauna Management Plan
- Contamination Management Plan
- Unexpected Contaminated Lands and Asbestos Finds Procedure
- Quality Management Plan
- Earthworks Management Plan

3 PROJECT DESCRIPTION

Project Name	Sydney International Speedway – Construct Only Package
Project Address	Ferrers Road, Eastern Creek
Workplace Location	
Time for Completion	Milestone 1 (Carparks D1 and D2): 30 April 2021 Milestone 2 (Essential Works): 3 September 2021 Milestone 3 (Completion of Works): 17 December 2021
Date for Completion	17 December 2021

4 DRAGWAY 2020 AND 2021 EVENT CALENDAR

To the best of the Contractors ability, works will be staged to cause the least possible disruptions to Dragway and other stakeholders.

All efforts will be made to minimise traffic disruption, environmental disruptions such as noise and dust, maintain adequate parking, designated pedestrian paths, etc.

Works are staged as per the Dragway Events Calendar specified in Section 4.1 and 4.2. The Contractor is aware that due to COVID-19, current booking continues to be postponed or cancelled hence the current schedule is subject to change

4.1 DRAGWAY 2020 CALENDAR (Version 28)

	JAN		FEB		MAR		APR		MAY		JUN	Track Work	JUL	Track Work	AUG	Track Work	SEP		OCT		NOV		DEC	
MONDAY																								
TUESDAY																	1						1	
WEDNESDAY	1	NEW YEARS DAY					1	R4R					1				2	R4R					2	R4R
THURSDAY	2						2						2				3		1				3	BN
FRIDAY	3						3		1	NITRO'S			3				4		2	TGI Fryday			4	TGI Fryday
SATURDAY	4		1	PTnT: GHAMA			4	IHRA TNT	2	NITRO'S			4		1		5	NOSTALGIA	3	TNT			5	2200DRA
SUNDAY	5		2		1	Kenda Rd 1 RD	5		3	NO BOOKINGS			5		2		6	FATHERS DAY	4		1		6	
MONDAY	6	OFFICE OPENS	3		2		6		4		1		6		3	BANK HOL	7		5	DSA	2		7	
TUESDAY	7		4		3		7		5		2		7		4		8		6		3		8	
WEDNESDAY	8	R4R	5	R4R	4	R4R	8	R4R	6	R4R	3		8		5		9	R4R	7	R4R	4	R4R	9	R4R
THURSDAY	9		6	BN	5	BN	9	BN	7		4		9		6		10		8	NSSCC TR	5		10	NSSCC TR
FRIDAY	10	FTF- WW2 Final	7		6		10	GOOD FRYDAY	8		5		10		7		11		9	back on track	6		11	Pre Rego
SATURDAY	11	ST TNT	8	TNT/ATURA PRES	7	DOTD/NOS	11	EASTER SAT	9	NO OFFICIALS	6	Brasha Cancelled	11		8		12	Burnout Masters	10	SD CHAMPS 5	7	GK PH TNT	12	SD Champs 8 Final
SUNDAY	12	NO BOOKINGS	9	DSA	8	TNT	12	EASTER SUN	10	MOTHERS DAY	7	Brasha Cancelled	12			DSA	13	Burnout Masters	11		8		13	DSA
MONDAY	13	PH MURINA	10		9		13	EASTER MON	11		8	QUEENS B'DAY	13		10		14		12		9	Rocket PH	14	
TUESDAY	14	PH MARINA	11		10		14		12		9		14		11		15		13		10		15	
WEDNESDAY	15	R4R	12	R4R	11	R4R	15	R4R	13	R4R	10		15		12	R4R ???	16	R4R	14	R4R	11	R4R	16	R4R
THURSDAY	16	ST SET UP DAY	13	NSSCC TR	12	NSSCC	16		14		11		16		13		17	BN	15		12		17	
FRIDAY	17	SUMMER'S	14	PRE REGO	13	JAMBO TNT	17	PRE REGO	15	PRE REGO	12		17		14	Pre REGO	18		16		13	Pre Rego	18	
SATURDAY	18	SUMMER'S	15	SD CHAMPS 1	14	JAMBOREE	18	SD CHAMPS 3	16	SD CHAMPS 4	13		18		15	SD CHAMPS 4	19	TNT	17		14	SD CHAMPS 6	19	OFFICIAL'S PARTY
SUNDAY	19	NO BOOKINGS	16		15		19		17		14	DSA	19		16		20		18		15		20	
MONDAY	20		17		16		20	KOMATSU Z 7,8,9,	18		15		20		17		21		19		16		21	
TUESDAY	21		18		17		21	KOMATSU Z 7,8,9,	19		16		21		18		22		20	TRACK HAND BACK	17	NSSCC TR	22	
WEDNESDAY	22	R4R TN	19	R4R TN	18	R4R TN	22	R4R TN-KOMATSU	20	R4R TN	17		22		19		23	R4R TN	21	R4R	18	R4R TN	23	R4R XMAS NIGHT
THURSDAY	23		20	no Bookings	19		23	KOMATSU Z 7,8,9,	21		18		23		20		24	EOMM	22	BN	19	BN	24	OFFICE CLOSES
FRIDAY	24		21	no Bookings	20	PRE REGO	24	SNS TC-KOMATSU	22		19	SNS TC	24		21	TGI Fryday	25	Pre REGO	23	BACK ON TRACK	20	PRE REGO	25	CHRISTMAS DAY
SATURDAY	25	NO OFFICIALS	22	no Bookings	21	SD CHAMPS 2	25	ANZAC DAY	23	TNT	20		25		22	TNT	26	SD CHAMPS 5	24	SD CHAMPS Rd 5	21	SD CHAMPS 7	26	BOXING DAY
SUNDAY	26	NO OFFICIALS	23	SSM	22		26	NT TNT	24	DSA	21		26		23	SSM	27	SSM	25		22		27	
MONDAY	27	AUS DAY HOL	24		23		27	NO BOOKINGS	25		22		27		24		28		26	Rocket PH	23		28	BOXING DAY HOL
TUESDAY	28		25		24		28	NO BOOKINGS	26		23		28		25	KOMATSU	29		27		24		29	
WEDNESDAY	29	R4R	26	R4R	25	R4R	29	R4R	27	R4R	24		29		26	KOMATSU	30	R4R	28	R4R	25	R4R	30	
THURSDAY	30		27		26	EOM	30	NT SET UP DAY	28		25		30	EOMM	27	EOMM/KOMATSU			29	EOMM	26	EOMM	31	
FRIDAY	31	FTF	28	Kenda Test	27	FTF			29	GTR PH	26		31		28				30	Pre Rego	27	GTR PH		
SATURDAY			29	Kenda Rd 1	28	2200DRA			30	GTR Festival	27	NSWPF LEGACY			29				31	SD CHAMPS 6	28	GTR Festival		
SUNDAY					29	No BOOKINGS			31	SSM	28				30						29	SSM		
MONDAY					30						29				31						30			
TUESDAY					31						30	90 Days Lock Down												
		11		12		13		11		12		3		1		5		12		11		12		10 113

R4R	=	RACE 4 REAL	BN	=	BIKE NIGHT	
R4R TN	=	RACE 4 REAL - THEME NIGHTS	TNT	=	TEST & TUNE	
R4R WW	=	RACE 4 REAL - WORKSHOP WARS	FTF	=	FULL THROTTLE FRIDAY	
SSM	=	SUNDAY STREET MEET	SNS	=	SMOKE n SKIDZ	
SSM STS	=	SUNDAY STREET MEET - SETTLE THE SCORE	SNS TC	=	SMOKE n SKIDZ TEAM CHALLENGE	
NSSCC TR	=	NSSCC TARMAC RALLYSPRINT				
NSSCC GR		NSSCC GRAVEL RALLYSPRINT				
DSA		DRIFT SCHOOL AUSTRALIA				

LOCKED IN
TENTATIVE
FREE
PUBLIC HOLIDAY
NO BOOKINGS
COVID-19 Lock Down

The aim of this planner and the way the events are set out is for a consistent approach to the Dragway's core business. The events (where possible) are on a particular day/week of each month. This will help our clients being able to plan their visits. Will also assist with event planning and execution while providing a more stable office environment and financial turnover.

4.2 DRAGWAY 2021 CALENDAR (Version 06)

	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
MONDAY			1		1																1	NO BOOKINGS		
TUESDAY			2		2						1										2	NO BOOKINGS		
WEDNESDAY			3	R4R	3	R4R					2	R4R					1	R4R			3	R4R	1	R4R
THURSDAY			4	BN	4	BN	1	Bump in DD&T tbc			3		1	G/KINGS TNT			2				4	ECT SET UP DAY	2	
FRIDAY	1	NEW YEARS DAY	5		5		2	GOOD FRYDAY			4		2	G/KINGS TNT			3		1		5	EAST COAST'S	3	
SATURDAY	2		6	TNT	6	2200DRC	3	Bump in DD&T tbc	1	NT TNT	5	TNT	3	GRUDGE KINGS			4	TNT	2	B/O MANIA	6	EAST COAST'S	4	2200DRA
SUNDAY	3		7		7		4	Bump in DD&T tbc	2	NO BOOKINGS	6		4	G/KINGS R/D	1		5	FATHERS DAY	3		7	EAST COAST'S R/D	5	
MONDAY	4	OFFICE OPENS	8		8		5	Bump in DD&T tbc	3		7		5		2	BANK HOL	6		4	LABOUR DAY HOL	8		6	
TUESDAY	5		9		9		6	Bump in DD&T tbc	4		8		6		3		7		5		9		7	
WEDNESDAY	6	R4R	10	R4R	10	R4R	7	Bump in DD&T tbc	5	R4R	9	R4R	7	R4R	4	R4R	8	R4R	6	R4R	10	R4R	8	R4R
THURSDAY	7	SN Set up	11	NSSCC	11	NSSCC	8	Bump in DD&T tbc	6	NT Set up Day	10		8	SM Set Up	5		9		7	BN	11	BN	9	BN
FRIDAY	8	Summernats	12	PRE REGO	12		9	DD&T	7	NITRO'S	11		9	Street Machine	6		10	4WD SHOW	8		12		10	
SATURDAY	9	Summernats	13	SD CHAMPS 1	13	DOTD	10	DD&T	8	NITRO'S	12	BN SET UP	10	Street Machine	7	TNT	11	4WD SHOW	9	TNT	13		11	OFFICIAL'S PARTY
SUNDAY	10	Summernats	14		14	TNT	11	DD&T	9	MOTHERS DAY	13	BRASHERNATS	11	Street Machine	8		12	4WD SHOW	10		14		12	
MONDAY	11	NO BOOKINGS	15		15		12	Bump out DD&T	10		14	QUEENS B'DAY	12		9		13		11		15		13	
TUESDAY	12		16		16		13	Bump out DD&T	11		15		13		10		14		12		16		14	
WEDNESDAY	13	R4R	17	R4R	17	R4R	14	R4R	12	R4R	16	R4R	14	R4R	11	R4R	15	R4R	13	R4R	17	R4R	15	R4R
THURSDAY	14		18		18	JAMBO TNT	15		13		17		15		12		16		14		18		16	
FRIDAY	15		19	TGI FRYDAY	19	JAMBO TNT	16	PRE REGO	14	PRE REGO	18		16		13	PRE REGO	17	PRE REGO	15	PRE REGO	19	PRE REGO	17	
SATURDAY	16	ST TNT	20		20	JAMBOREE	17	SD CHAMPS 3	15	SD CHAMPS 4	19		17	TNT	14	SD CHAMPS 5	18	SD CHAMPS 6	16	SD CHAMPS 7	20	SD CHAMPS 8	18	
SUNDAY	17	NO BOOKINGS	21	SSM	21	Jambo R/D	18		16		20		18		15	NO BOOKINGS	19		17	SSM	21		19	SSM
MONDAY	18		22		22		19		17		21		19		16		20		18		22		20	
TUESDAY	19		23		23		20		18		22		20		17		21		19		23		21	
WEDNESDAY	20	R4R TN	24	R4R TN	24	R4R TN	21	R4R TN	19	R4R TN	23	R4R TN	21	R4R TN	18	R4R TN	22	R4R TN	20	R4R TN	24	R4R TN	22	R4R XMAS NIGHT
THURSDAY	21	ST SET UP DAY	25	Kenda Test	25	EOMM	22		20		24	EOMM	22		19		23		21		25	EOMM	23	OFFICE CLOSES
FRIDAY	22	Summer Thunder	26	Kenda Test	26	Pre Rego	23	TGI FRYDAY	21		25	TGI FRYDAY	23		20	TGI FRYDAY	24		22	TGI FRYDAY	26		24	
SATURDAY	23	Summer Thunder	27	KENDA Rd 1	27	SD CHAMPS 2	24		22		26	NSWPF LEGACY	24	SWAP MEET	21		25		23	AMC Champs	27		25	CHRISMAS DAY
SUNDAY	24		28		28	SSM	25	ANZAC DAY	23		27	SSM	25	ALL FORD DAY	22	HSV Club NSW	26	SSM	24	AMC Champs	28	SSM	26	BOXING DAY HOL
MONDAY	25	AUS DAY HOL			29		26		24		28		26		23		27		25		29		27	BOXING DAY HOL
TUESDAY	26				30		27		25		29		27		24		28		26		30		28	
WEDNESDAY	27	R4R			31	R4R	28	R4R	26	R4R	30	R4R	28	R4R	25	R4R	29	R4R	27	R4R			29	
THURSDAY	28	EOMM					29	EOMM	27	EOMM			29	Kenda Test	26	EOMM	30	EOMM	28	EOMM			30	
FRIDAY	29						30		28	GTR PH			30	Kenda Test	27				29				31	
SATURDAY	30	PH TNT Makhaz							29	GTR FESTIVAL			31	KENDA Rd 3	28				30	ECT TNT				
SUNDAY	31	SSM							30	SSM					29	SSM			31	ECT TNT				
MONDAY									31						30									
TUESDAY															31									
		11		11		15		13		10		8		11		12		12		14		12		9 138

R4R	=	RACE 4 REAL
R4R TN	=	RACE 4 REAL - THEME NIGHTS
R4R	=	RACE 4 REAL -
SSM	=	SUNDAY STREET MEET
	=	
NSSCC TR	=	NSSCC TARMAC RALLYSPRINT
NSSCC GR		NSSCC GRAVEL RALLYSPRINT

BN	=	BIKE NIGHT
TNT	=	TEST & TUNE
PH TNT	=	PRIVATE HIRE TEST & TUNE
TGIF	=	THANK GOD IT'S FRIDAY

LOCKED IN
TENTATIVE
FREE
PUBLIC HOLIDAY
NO BOOKINGS

The aim of this planner and the way the events are set out is for a consistent approach to the Dragway's core busnines. The events's (where possible) are on a particular day/week of each month. This will help our clients being able to plan their visits. Will also assist with event planning and execution while providing a more stable office enviroment and financial turnover.

5 EARLY WORKS

5.1 EARLY WORKS SCOPE OF WORKS

The part of the Works that can be undertaken as Early Works under the Contract is covered under exempt development and the Minor Works Review of Environmental Factors and includes the following

- Establishment of site compound
- Setting up environmental exclusion zones
- Setting up erosion and sediment controls
- Construction of temporary carparks 1A, 1B and 1C as shown in drawing CS-0051 to facilitate 1,500 spaces for spectator parking.
- Construction of site entry points, haul roads, internal haul roads and competitors exit road.
- Undertaking utility investigations
- General site tidies up

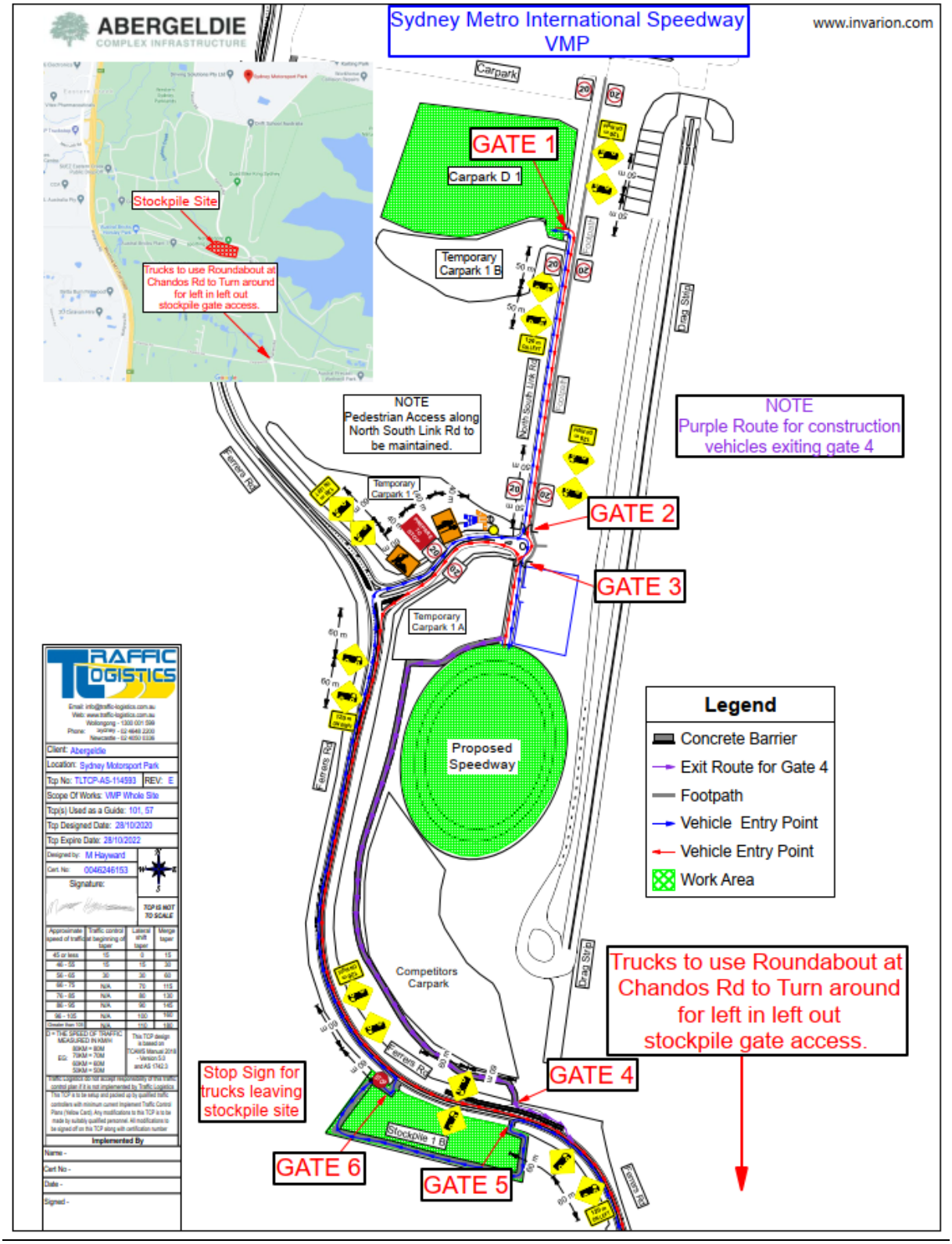
5.2 SITE COMPOUND LOCATION

For the duration of early works and Stages 1 and 2, the site compound will be situated south of the Gate D spectator gate entry on Ferrers Road.



5.3 VEHICLE MOVEMENT PLAN

The below vehicle movement plan will be established during the early works and maintained for the duration of works.

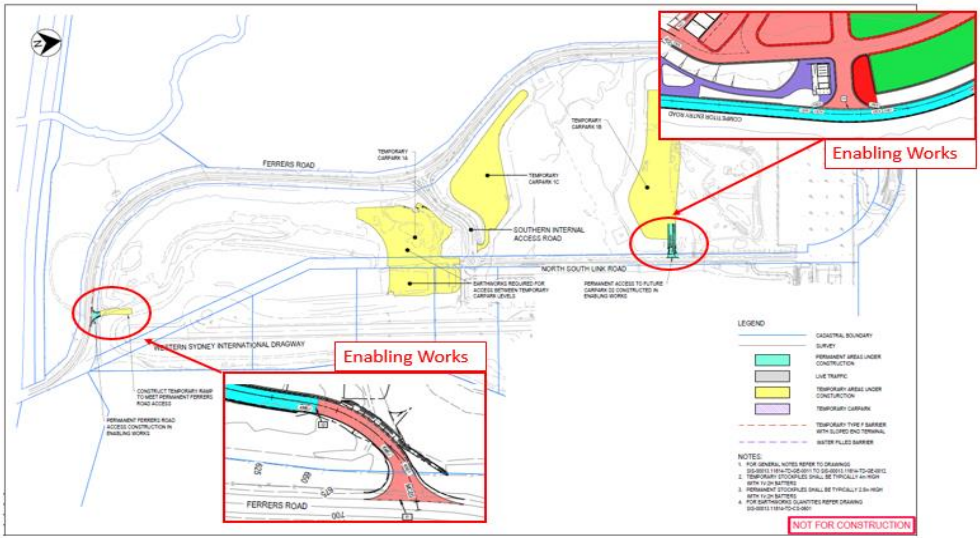


5.4 EARLY WORKS CONSTRUCTION

5.4.1 SITE ENTRY POINTS

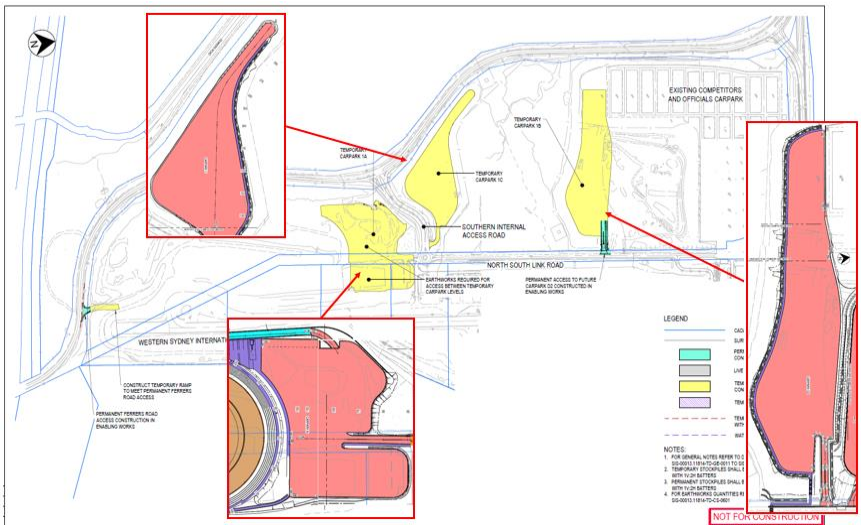
As part of the enabling works, site entrances will be constructed on Ferrers Road and North South Link Road.

Site entrances are a Type 1 pavement consisting of 300mm select fill, 150mm DGB20 and 50mm AC14 (AR450). Final asphalting works to be undertaken in the later stages of the project to minimise impact from construction vehicles.



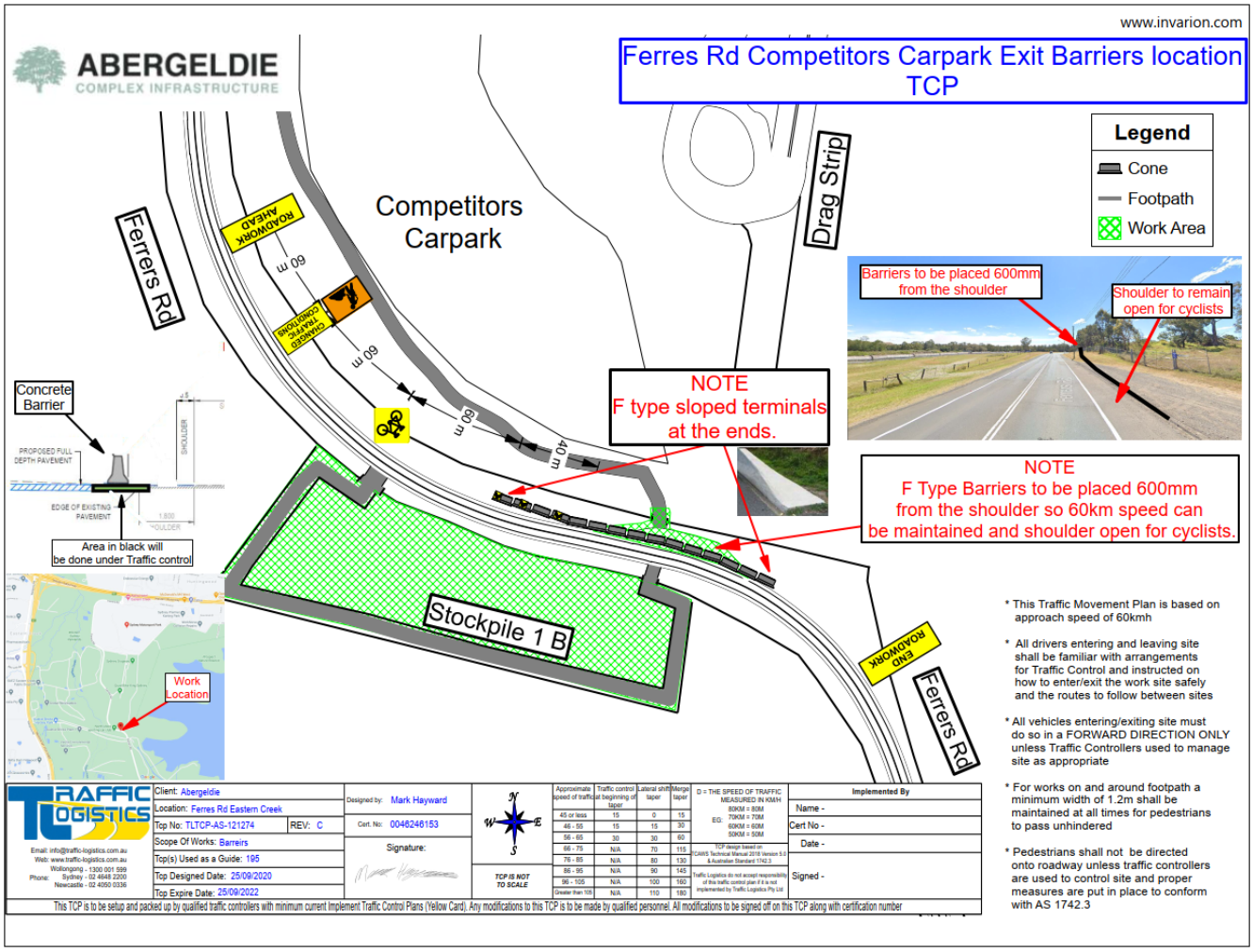
5.4.2 TEMPORARY CARPARKS 1A, 1B AND 1C

Prior to permanent works commencing, temporary construction of carparks 1A, 1B and 1C will commence to facilitate spectator carparking. As shown in the detail below, the temporary carpark locations are in the same locations as permanent carparks A, D2 and C, respectively. To maximise efficiencies, temporary carparks will be constructed as per Type 1 pavement detail (except without the asphalt). DGB20 layer will be constructed 30mm higher than finish design level to allow for a grader to trim the areas once the temporary carparks are no longer required and ready for final asphalting.



5.4.3 TRAFFIC MANAGEMENT PLAN – COMPETITORS ENTRY TIE-IN

During the construction of the new Competitors Entry on Ferrers Road, F-Type Barriers will be installed as physical protection. The below TCP will be submitted for approval prior to installation. A separate TCP will be used for temporary works to install the barriers.



6 STAGE ONE

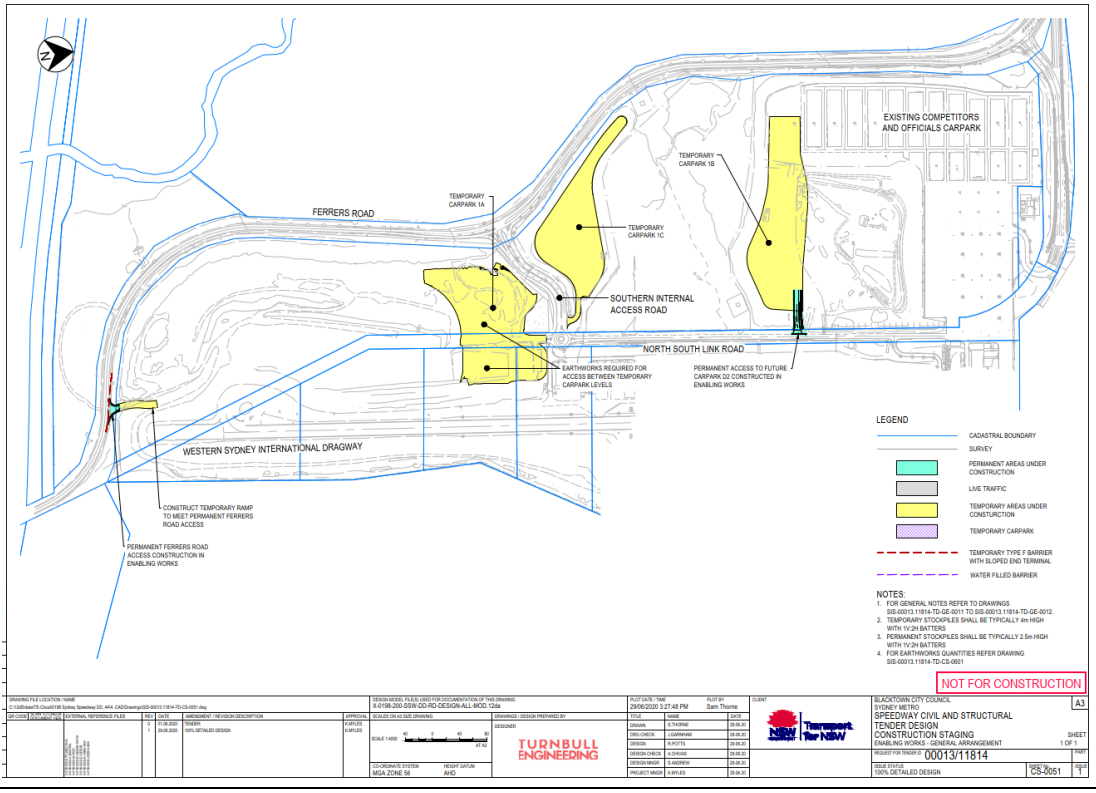
6.1 STAGE ONE SCOPE OF WORKS

Stage One works will be broken down into the following.

- Cut to fill works within Carpark D1.
- Cut unsuitable from Carpark D1 and haul to permanent stockpile 4A.
- Cut material from Carpark D1 and fill Speedway Circuit Area & Competitors Pit Area Carpark B.
- Cut to fill works within Carpark Speedway Circuit Area & Competitors Pit Area Carpark B.
- Cut unsuitable and haul to permanent stockpile 4A.
- Excess material from Carpark Speedway Circuit Area & Competitors Pit Area Carpark B used for stage 2 works.
- Construction of Reinforced Soil Walls and Gabion Walls
- Completion of Carpark D1 and handing over to Dragway for immediate use
- Commencement of Carpark A and Carpark D2

6.2 TEMPORARY PARKING ARRANGEMENTS

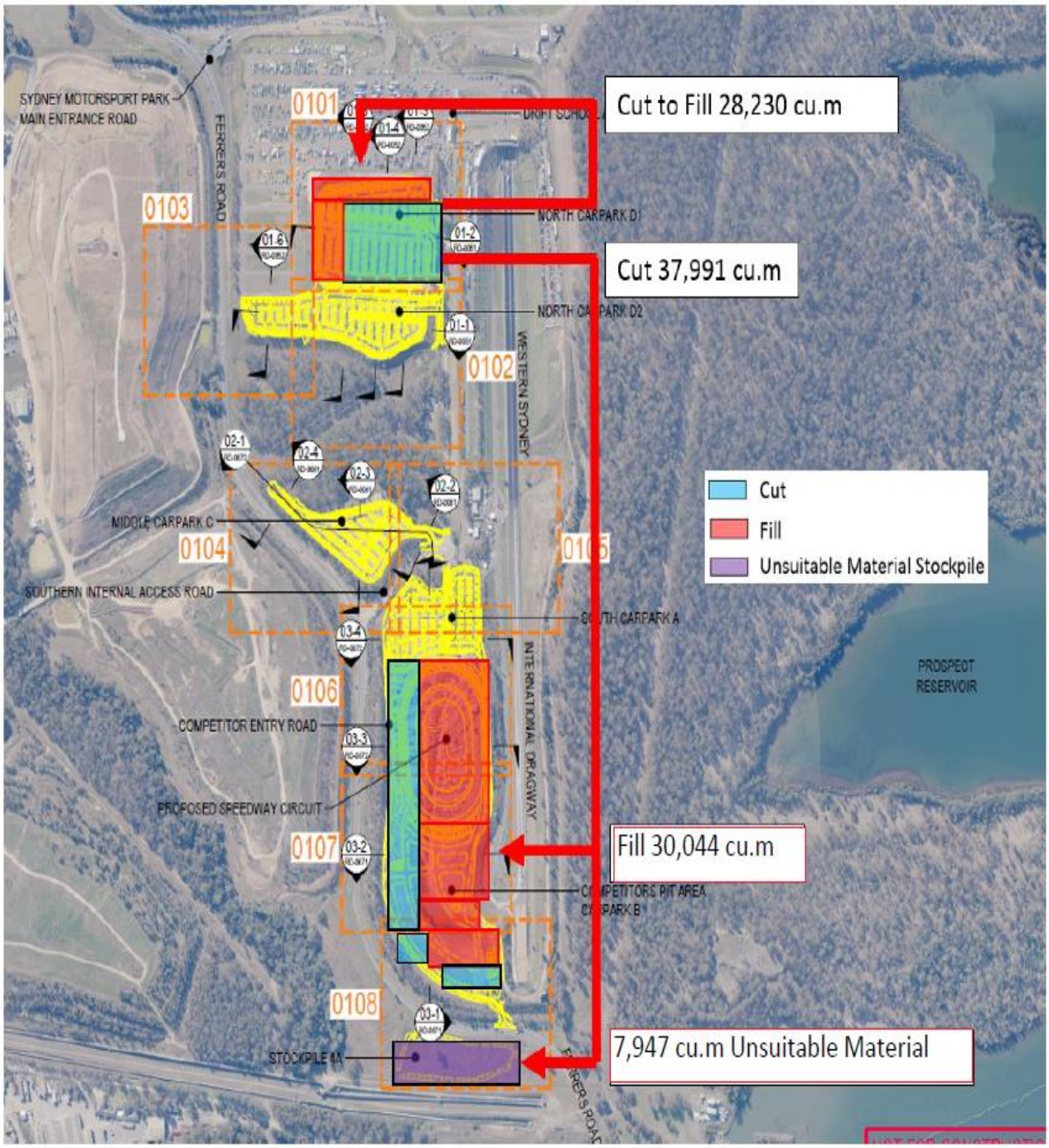
During Stage One works, temporary carparks 1A, 1B and 1C will be available for Dragway spectators.



6.3 STAGE ONE CONSTRUCTION

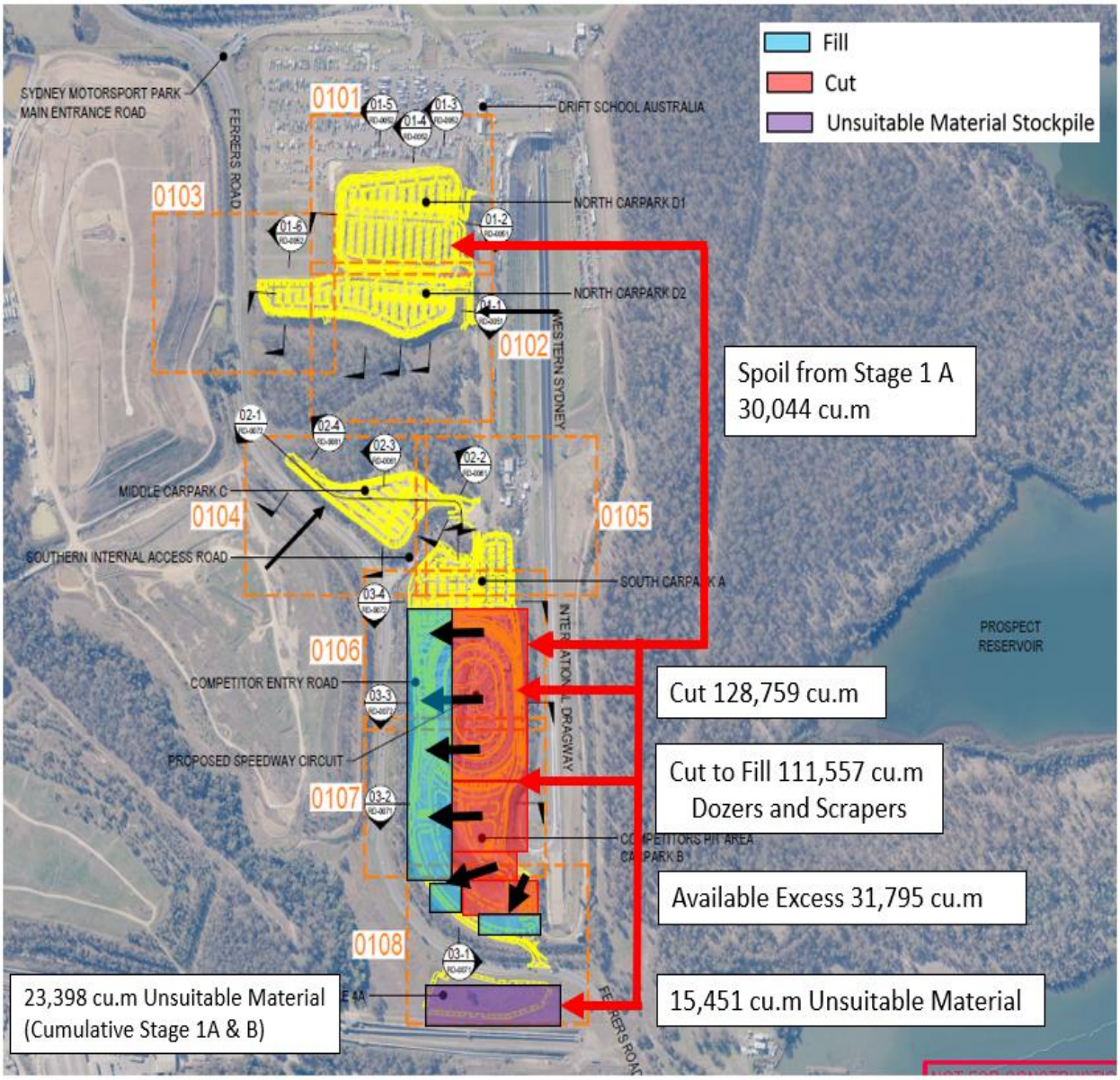
6.3.1 CUT AND FILL – STAGE 1A

After the completion of temporary carparks 1A, 1B and 1C, approximately 66,221cu.m of excavated material will be cut from carpark D1 of which, 37,991cu.m of material will be filled within the carpark D1 while 30,044cu.m of material will be placed in-situ to fill the proposed speedway circuit and competitor's carpark (carpark B). The remaining 7,947cu.m of unsuitable material will be stockpiled at permanent stockpile location 4A.

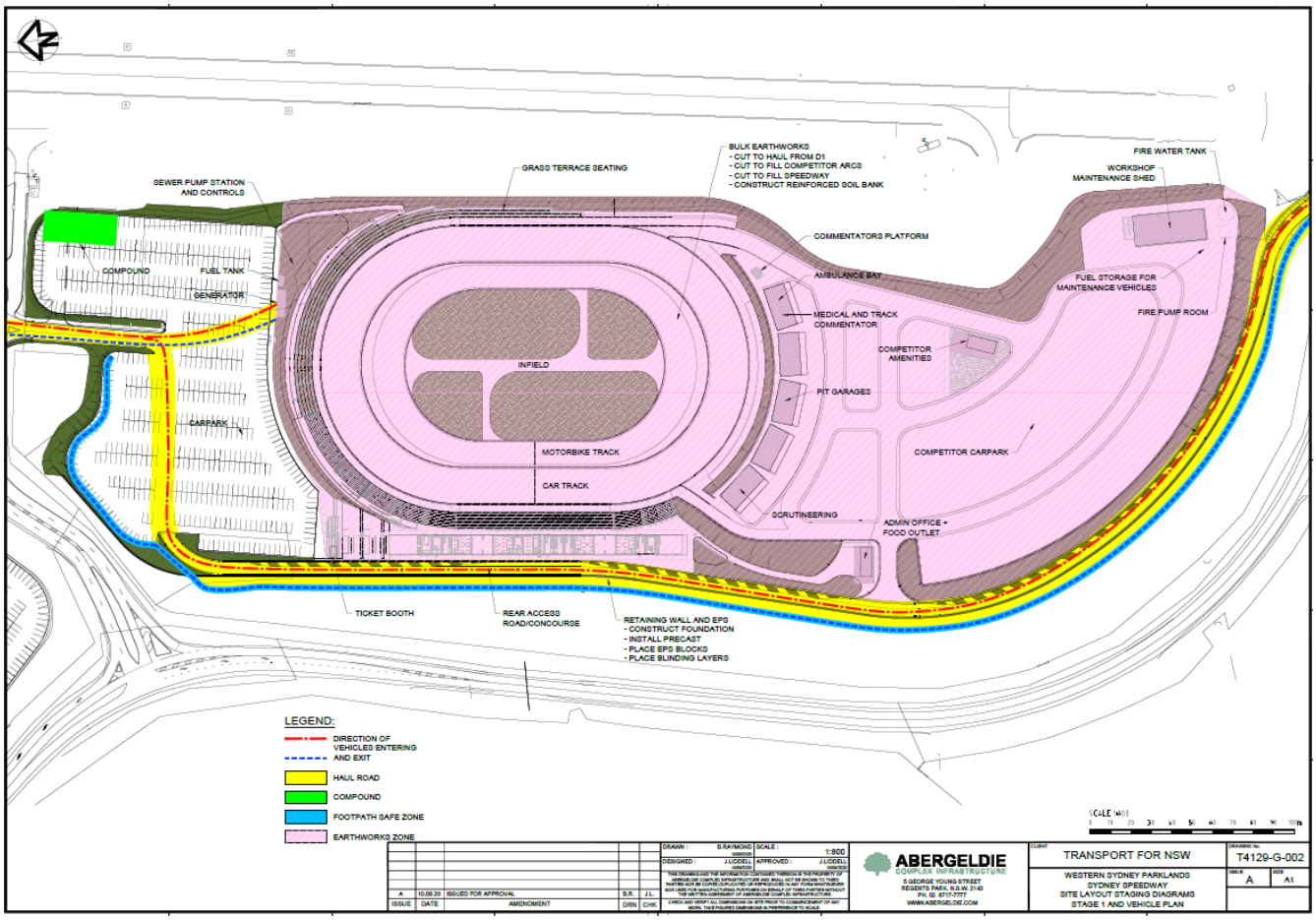


6.3.2 CUT AND FILL – STAGE 1B

Simultaneously with cut to fill operations at carpark D1, approximately 128,759cu.m of excavated material will be cut from speedway circuit area and competitor's carpark B. Approximately 111,557cu.m of the excavated material will be used for fill works within the circuit and carpark B area. Backfill material of 29,300cu.m for the reinforced soil wall structure will be imported and placed, test results and waste classification for imported sandstone material is provided as part of Appendix A of this plan. Approximately 15,451cu.m of excavated material is classed unsuitable and will be hauled to permanent stockpile location 4A. These cut to fill operations are in addition to the fill works of 30,044cu.m excavated material carted from carpark D1 area. On completion of cut to fill operations in the speedway circuit area and competitor's carpark B approximately 31,795cu.m of excavated material will be available as excess.



6.3.3 HAUL ROADS – UNSUITABLE MATERIAL



7 STAGE TWO

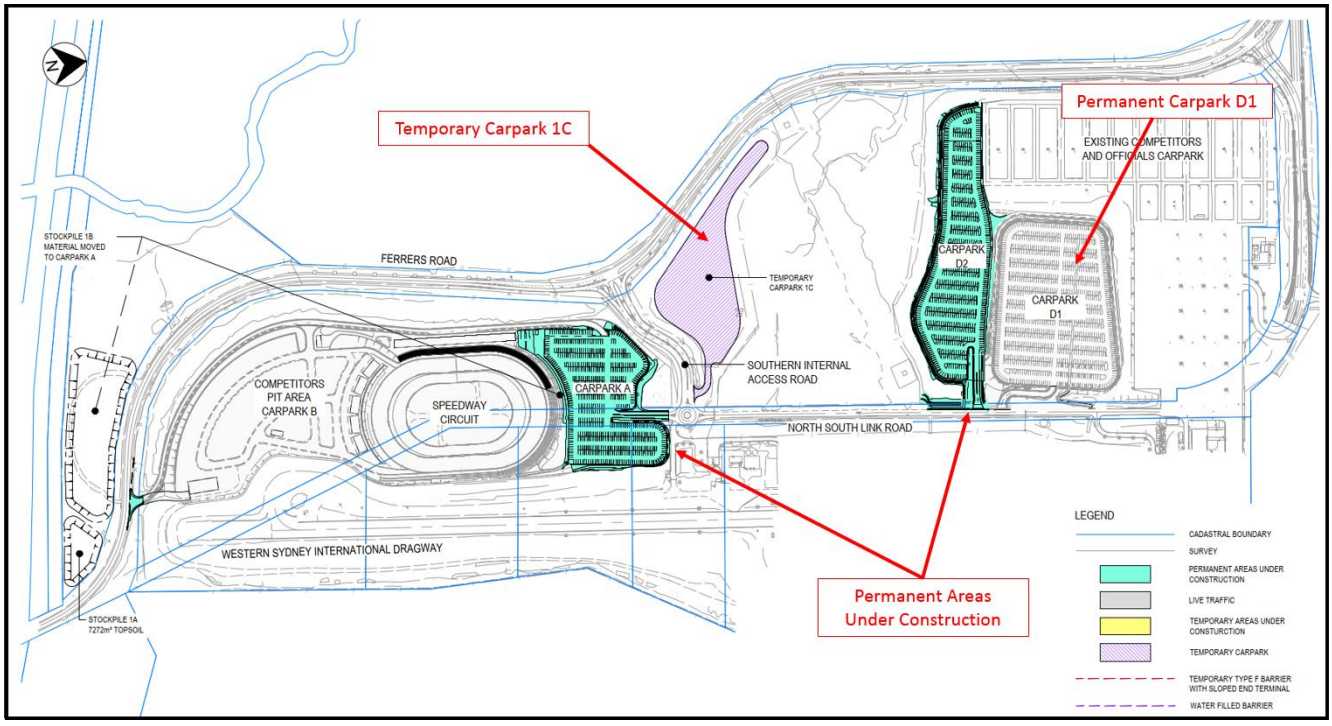
7.1 STAGE TWO SCOPE OF WORKS

Stage two works will be broken down into the following.

- Cut to fill works within Carpark D2
- Cut to fill works within Carpark A
- OSD Tanks and stormwater drainage
- Utility installations – electrical, sewer, water, fire, sewer pump stations

7.2 TEMPORARY PARKING ARRANGEMENTS

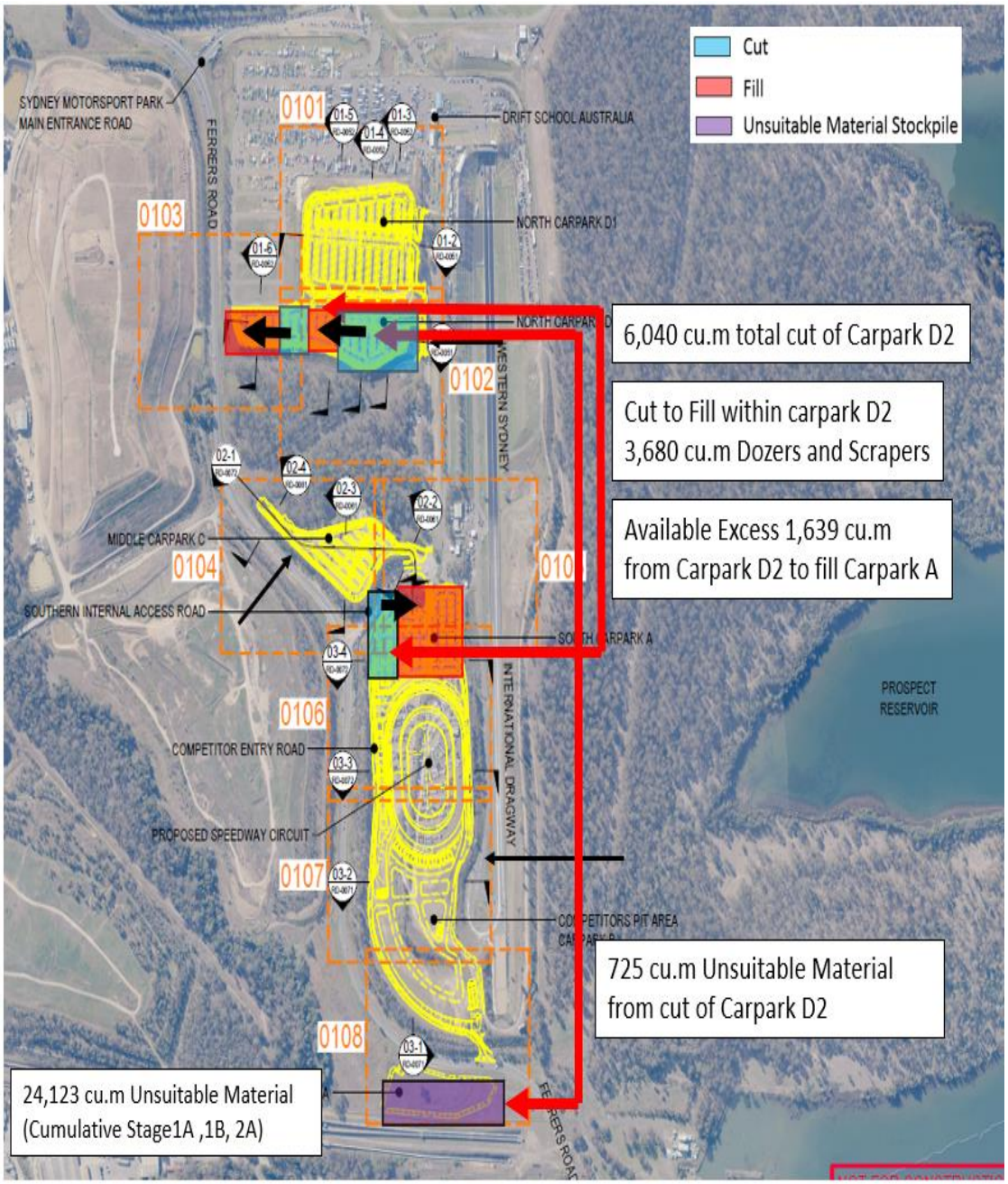
Prior to Stage 2 works commencing, carpark D1 will be complete and handed over to Sydney Dragway as a permanent and operational carpark. Temporary Carpark 1C will remain available during Stage 2 works



7.3 STAGE TWO CONSTRUCTION

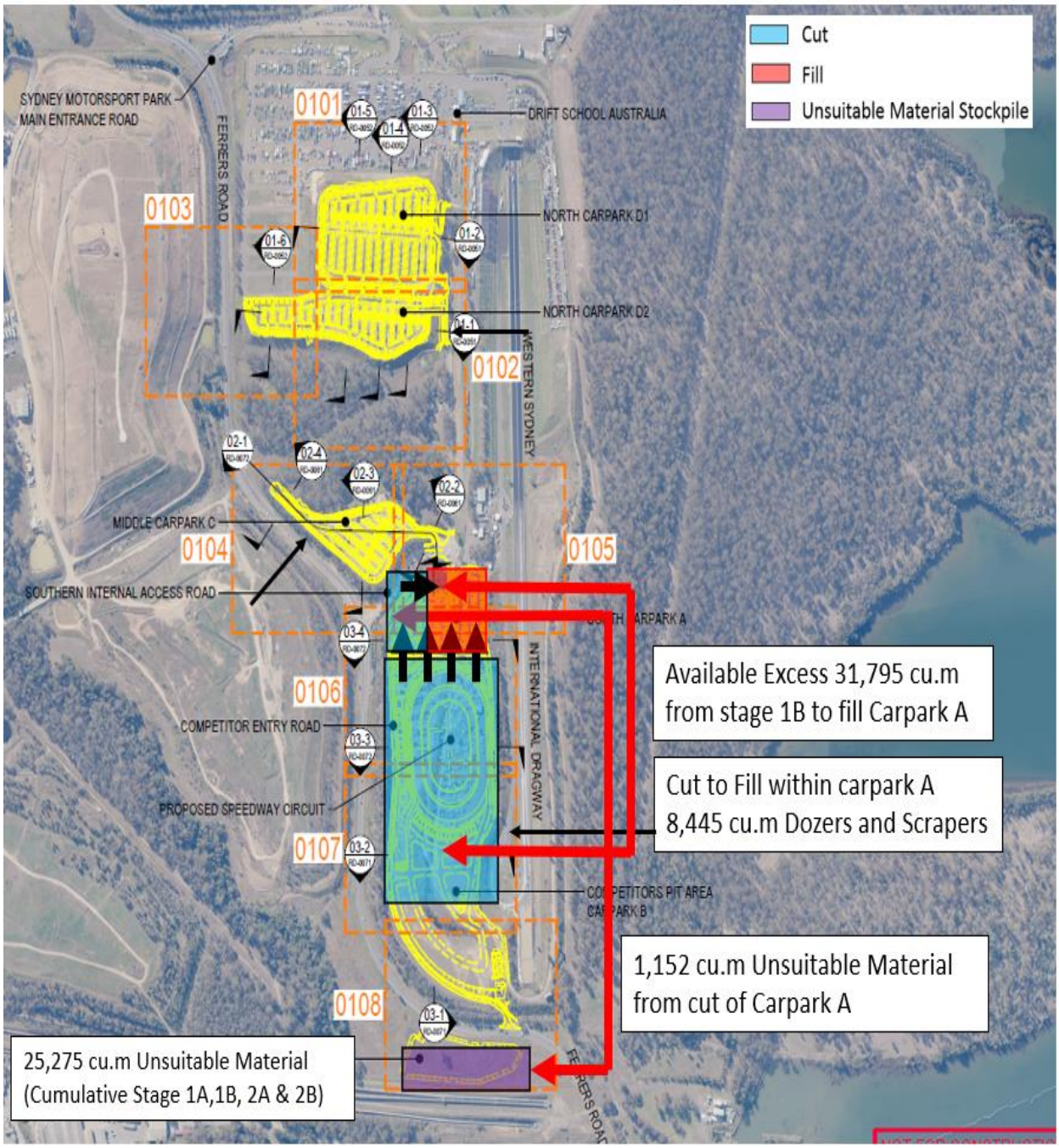
7.3.1 CUT AND FILL – STAGE 2A

After the completion of permanent works on the carpark D2, approximately 6,040cu.m of material will be cut from carpark D2 of which, 3,680cu.m of material will be filled within the carpark D2 while 1,639cu.m of material will be hauled and placed to fill carpark A to permanent formation. The remaining 725cu.m of unsuitable material will be hauled and stockpiled at permanent stockpile location 4A.



7.3.2 CUT AND FILL – STAGE 2B

Simultaneously with cut to fill operations at carpark D2, approximately 9,597cu.m of material will be cut from carpark A. 8,445cu.m of the excavated material will be used for fill works within the carpark A area and the remaining 1,152cu.m of excavated material classed unsuitable will be hauled and stockpiled at permanent stockpile 4A. In addition to the cut to fill work within the carpark A, excess fill material of 31,795cu.m available from Stage 1B operations in the speedway circuit area will be incorporated in the embankment layers of carpark A.

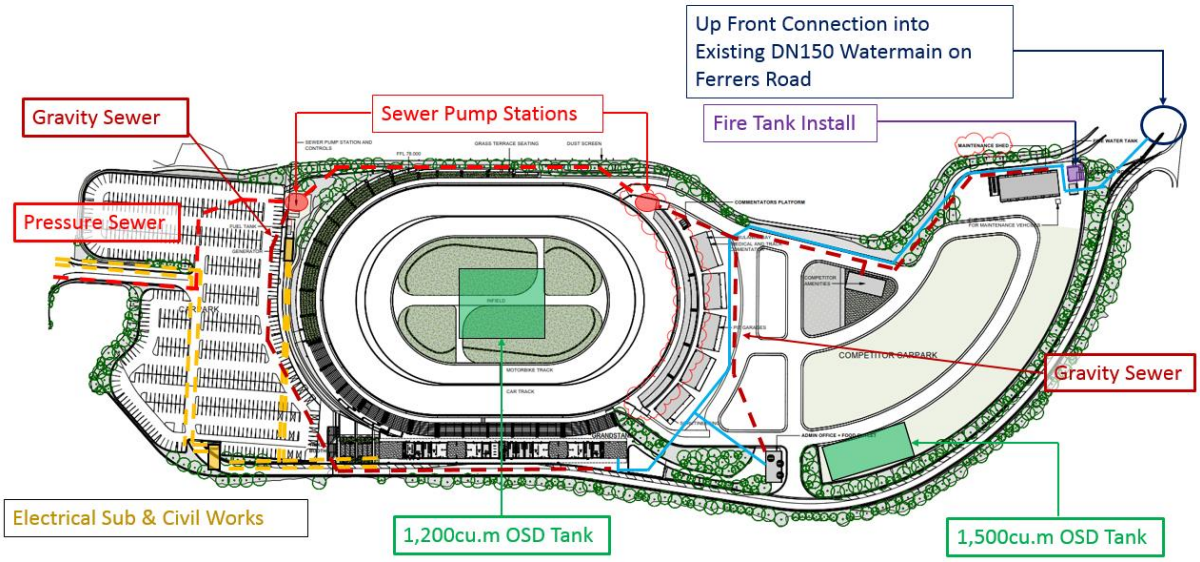


7.3.3 UTILITIES

Whilst cut to fill works are occurring in Carpark A, utility works such as the 2x stormwater onsite detention tanks and 2x sewer pump stations will commence as these works can occur without impacting bulk earthworks.

Once the OSD tanks and SPS are complete, utilities will commence in the following order;

- Stormwater drainage
- Electrical submains
- Gravity and pressure waste water
- Potable water and fire
- Electrical reticulation



8 STAGE THREE

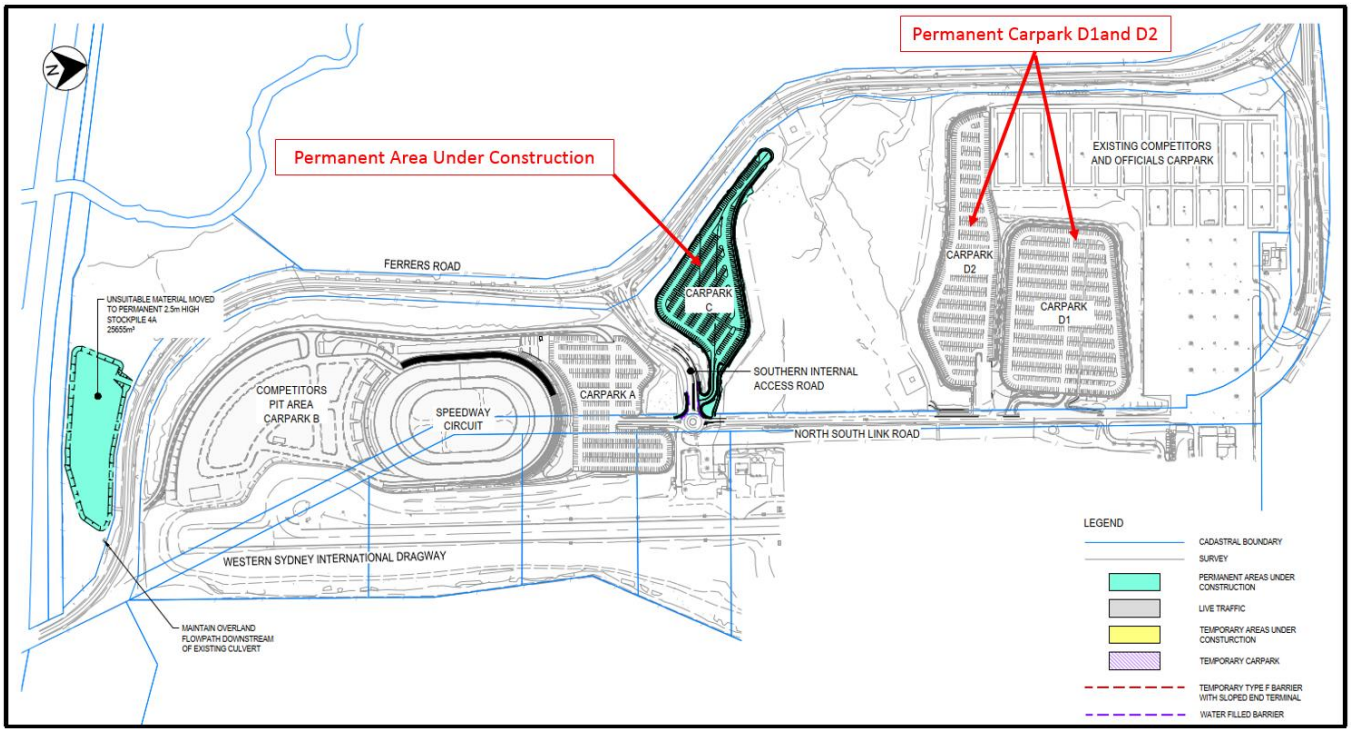
8.1 STAGE THREE SCOPE OF WORKS

Stage three works will be broken down into the following.

- Construction of Carpark C
- Construction race track retaining walls
- Building foundations
- Cast in-situ concrete pavements
- Grandstand including structural steel, modular buildings and terraced seating
- Speedway track including in-situ retaining walls, terraced grasses seating, debris fencing and pedestrian fencing
- Utility installations

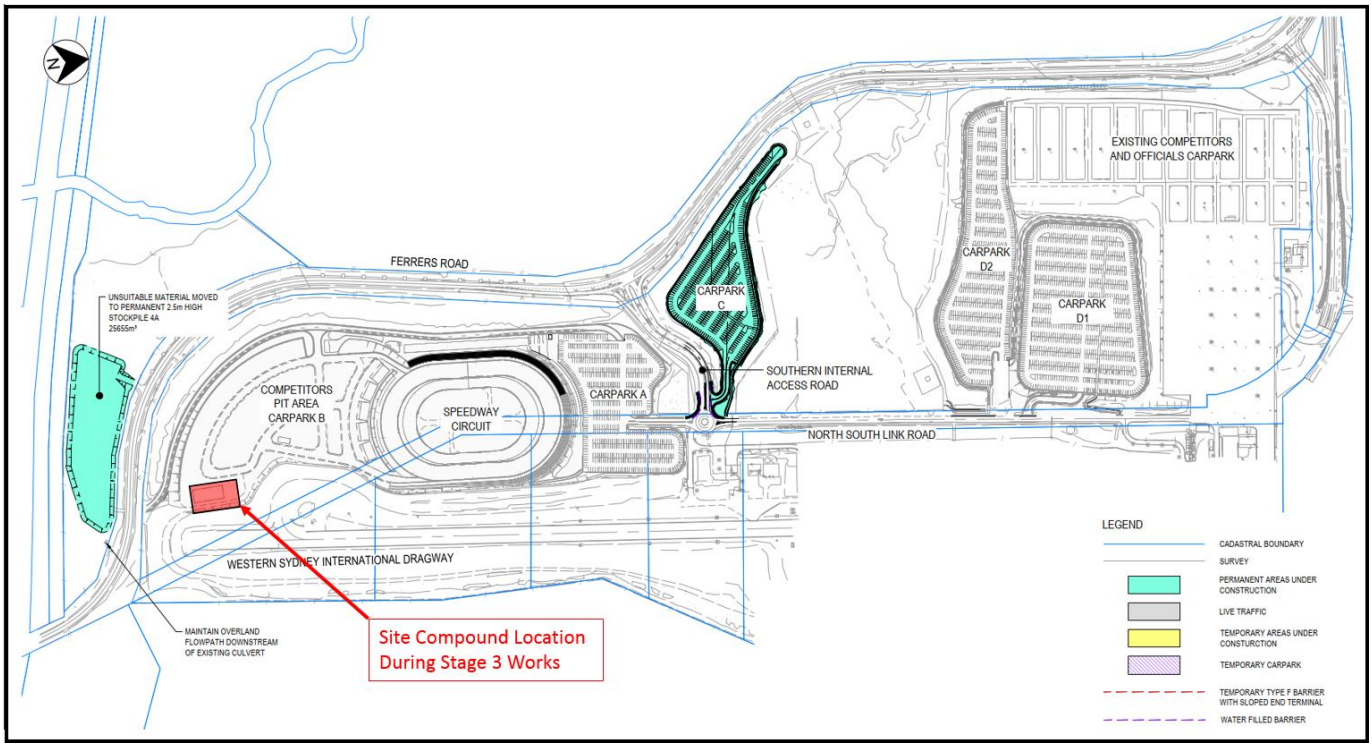
8.2 TEMPORARY PARKING ARRANGEMENTS

Prior to Stage 3 works commencing, carparks D1 and D2 will be complete and operational for Sydney Dragway use. Temporary Carpark 1C will be under permanent construction and will no longer be available



8.3 SITE COMPOUND LOCATION

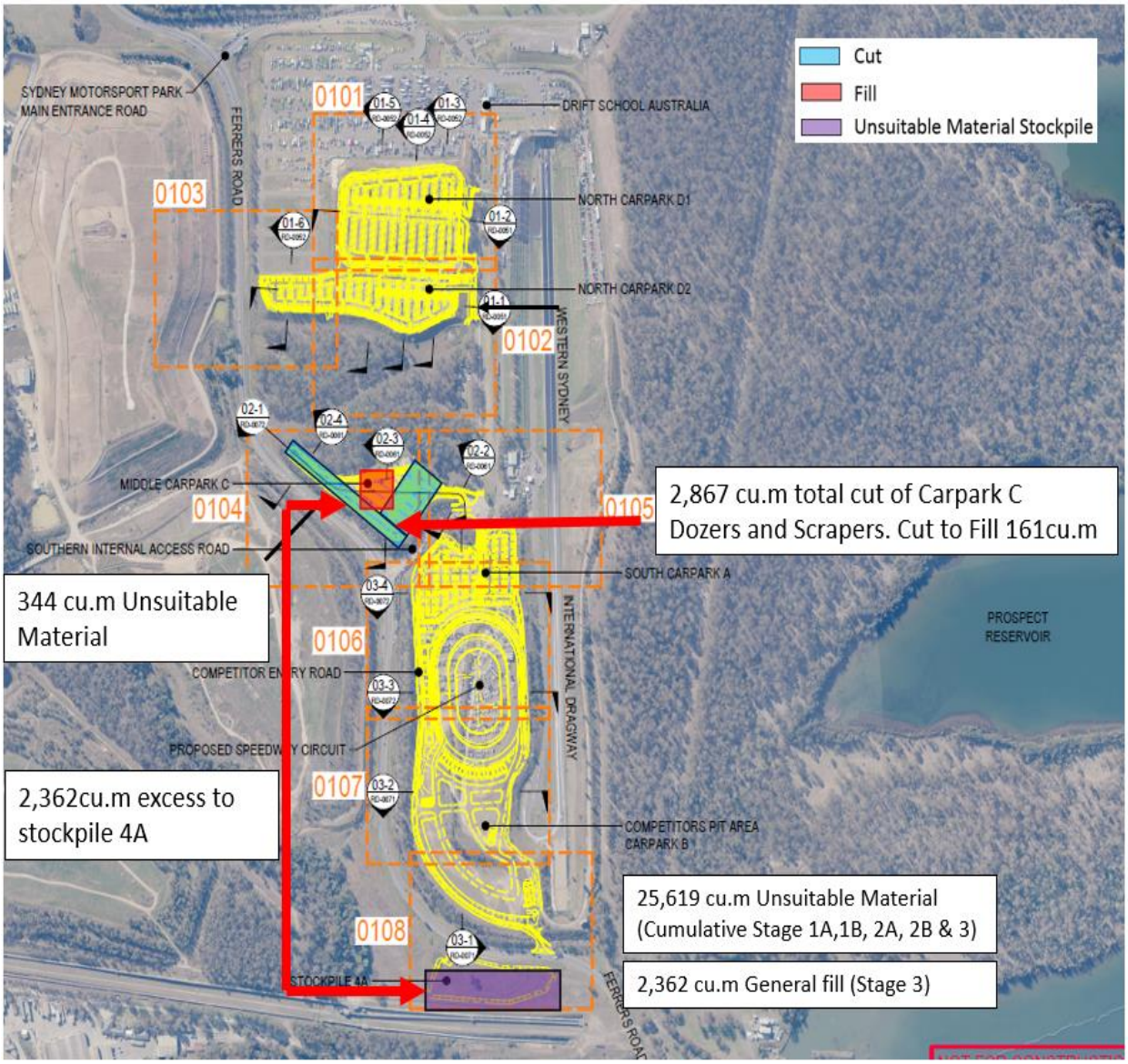
During Stage 3 works, the site compound will be relocated near the new Maintenance Shed in Carpark B to facilitate the finalisation of Carpark A construction



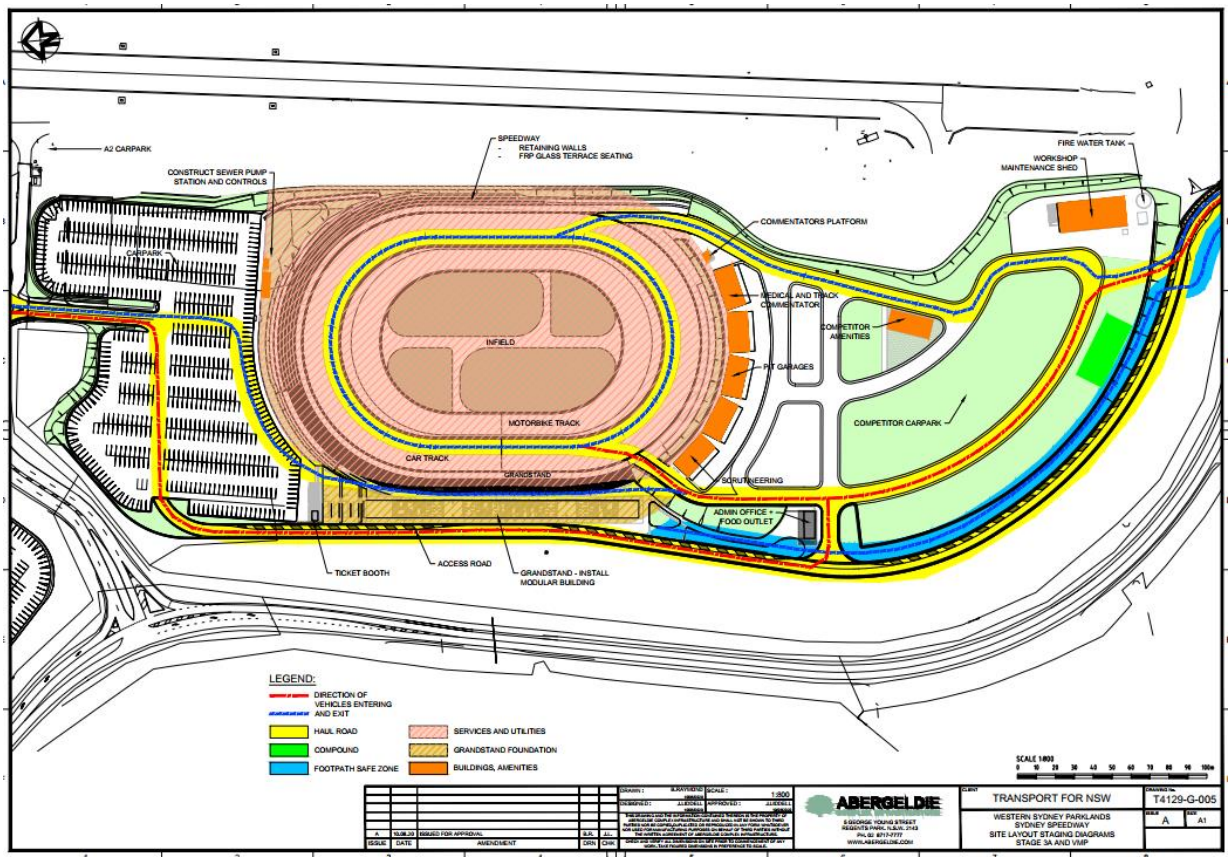
8.4 STAGE 3 CONSTRUCTION

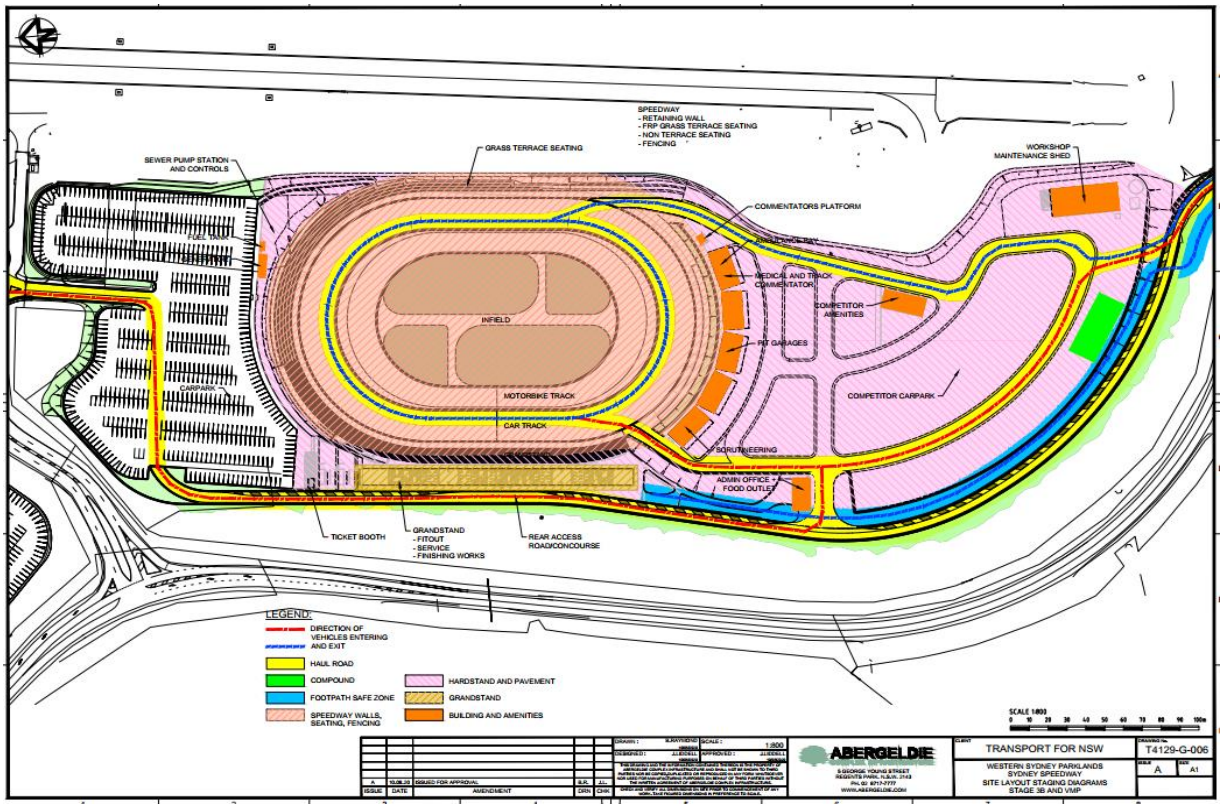
8.4.1 CUT AND FILL – STAGE 3

After the completion of permanent works on the carpark D2, approximately 2,867cu.m of material will be cut from carpark C of which, 161cu.m of material will be filled within the carpark C while 344 cu.m of unsuitable material will be hauled and stockpiled at permanent stockpile The remaining 2,362cu.m of excess general fill material will be hauled and stockpiled at permanent stockpile location 4A.



8.4.2 INTERNAL HAUL ROADS AND VMP





9 STAGE FOUR

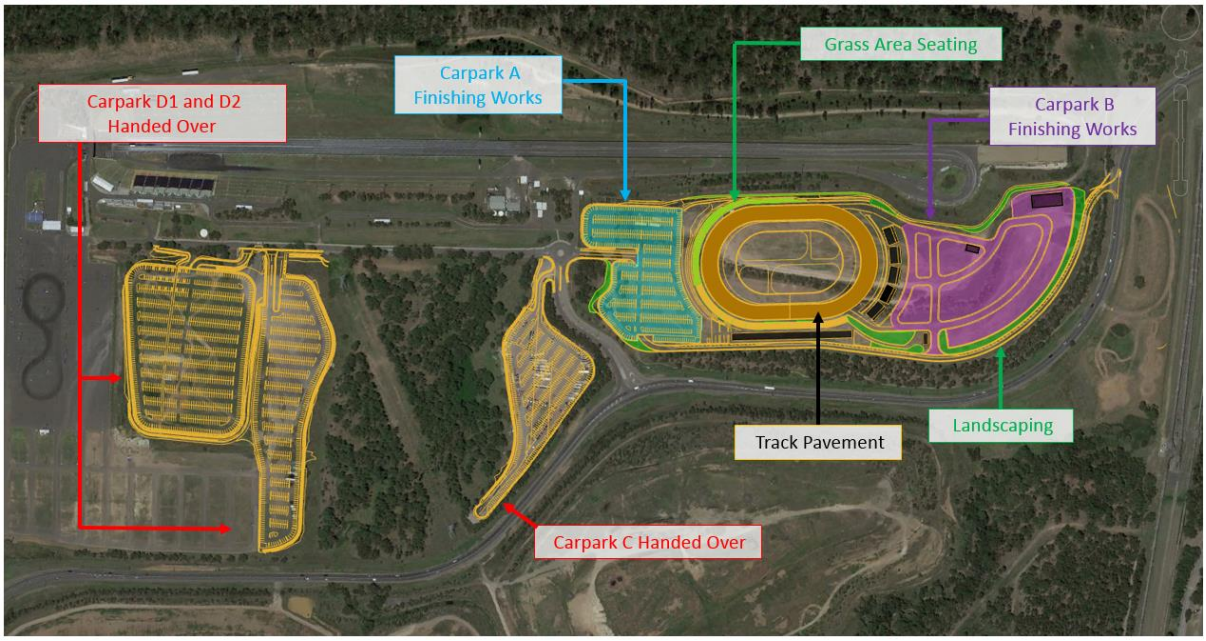
9.1 STAGE FOUR SCOPE OF WORKS

Stage three works will be broken down into the following.

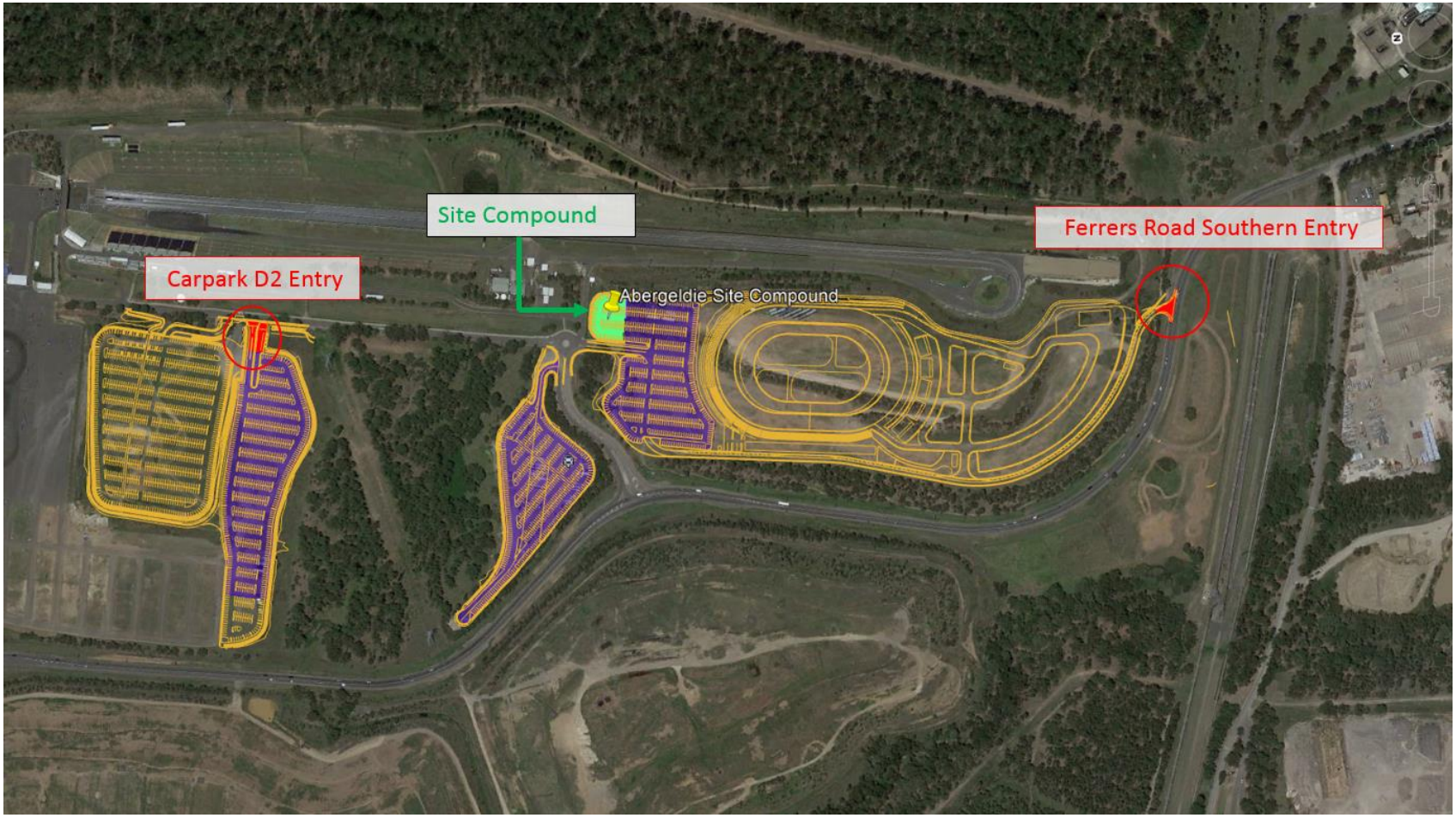
- Finishing works in Carpark A and Carpark B
  - Light Posts
  - Guard Rails
  - Line Marking
  - Signage (including wayfinding signs)
  - Landscaping
  - Fencing
- Grassed seating area
- Track pavement
- Commissioning and handover

9.2 PARKING ARRANGEMENTS

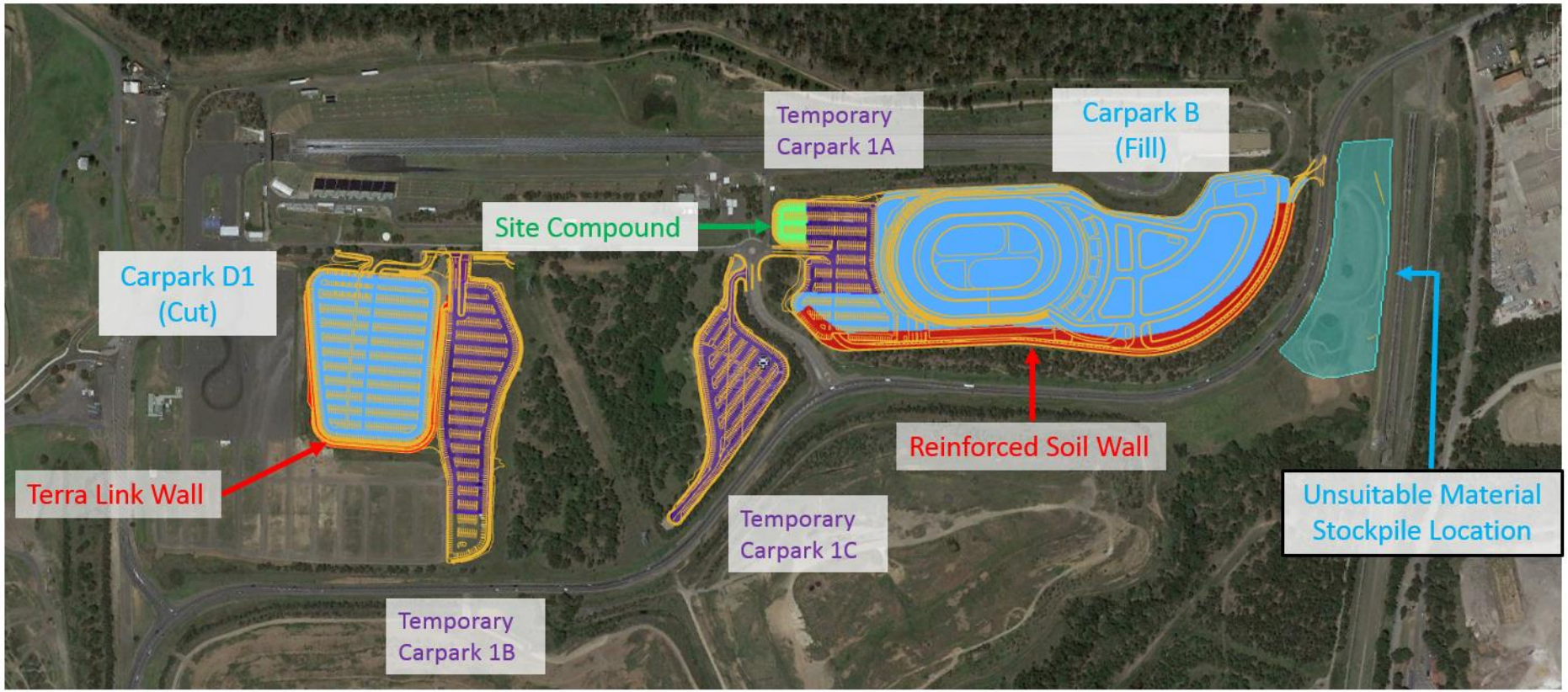
During Stage 4 works, Carparks C, D1 and D2 will be completed and handed over for Dragway use



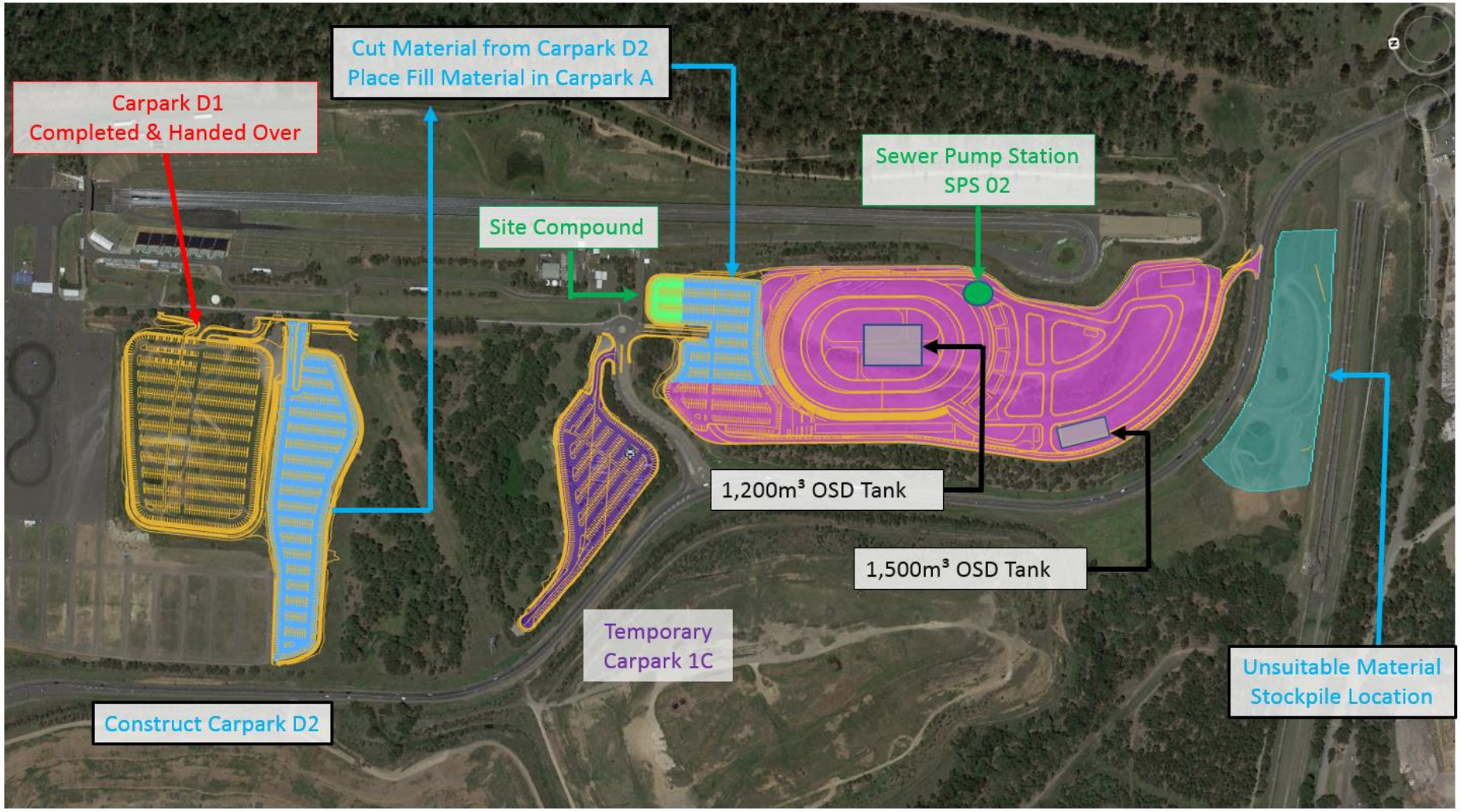
APPENDIX A - SYDNEY INTERNATIONAL SPEEDWAY – EARLY WORKS STAGING



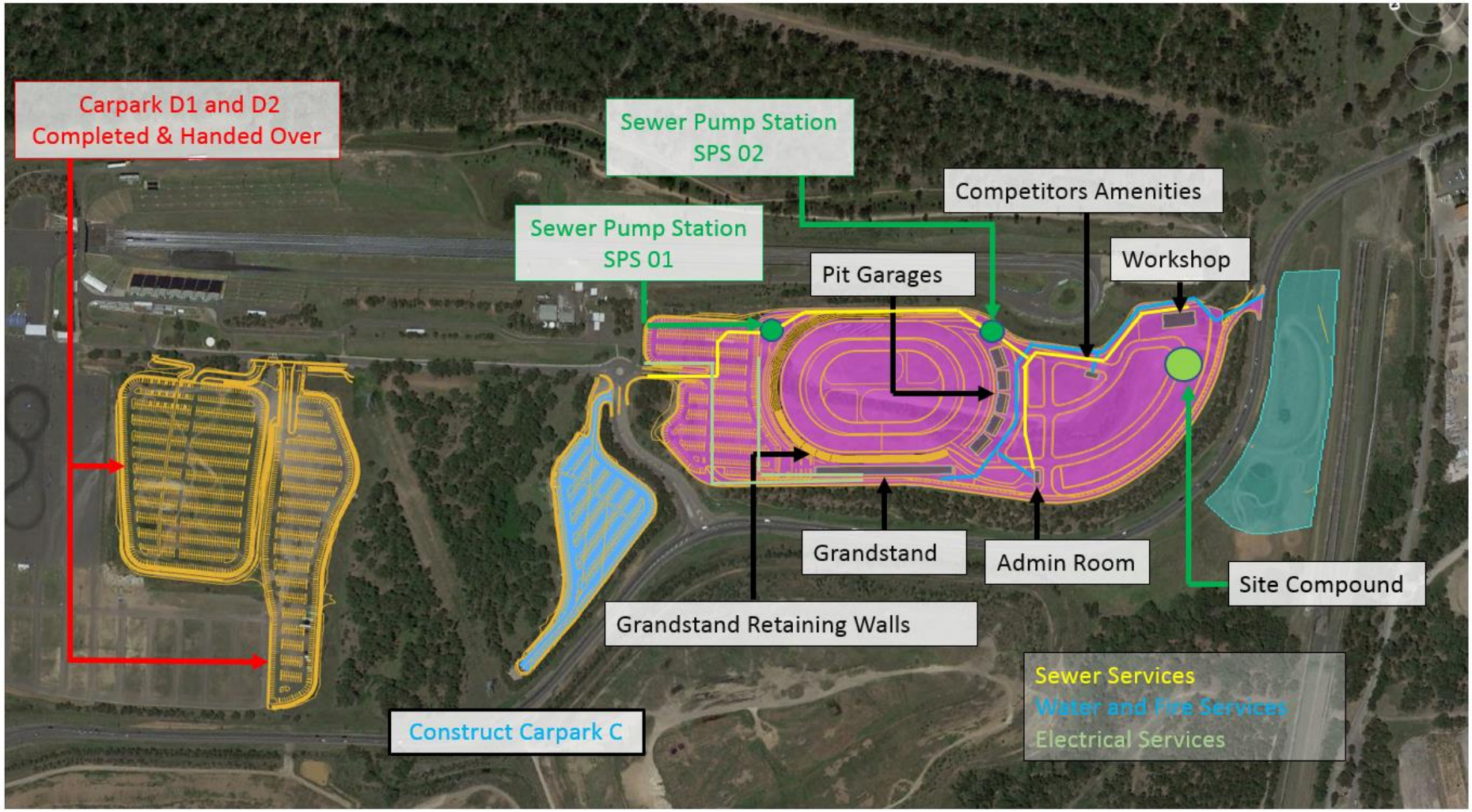
APPENDIX B - SYDNEY INTERNATIONAL SPEEDWAY – STAGE 1



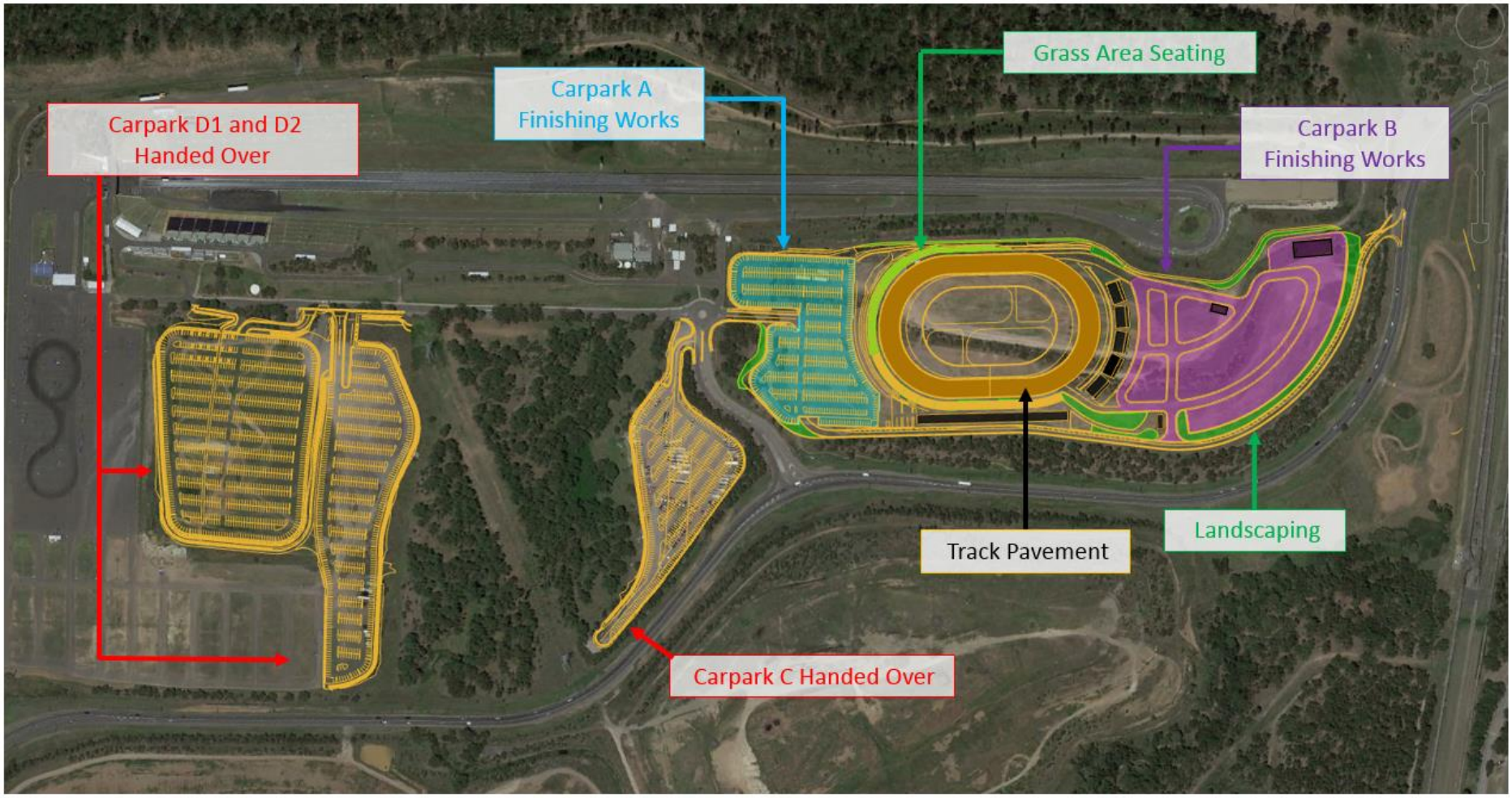
APPENDIX C - SYDNEY INTERNATIONAL SPEEDWAY – STAGE 2



APPENDIX D - SYDNEY INTERNATIONAL SPEEDWAY – STAGE 3



APPENDIX E - SYDNEY INTERNATIONAL SPEEDWAY – STAGE 4



32 APPENDIX H – STAKEHOLDER CORRESPONDANCE

The following correspondence was conducted to endorse this CTMP.

Appendix H.0 - Planning Conditions Compliance Matrix (20210105)

Appendix H.1 - Blacktown Council Consultation

Appendix H.2 - TfNSW (CJP) Consultation

Appendix H.3 - Western Sydney Parklands Consultation

It should be noted that the additional impacts at the Sydney International Speedway site primarily relate to the additional 240-300 trucks per day that will be required to transport spoil to the precast facility site. These construction vehicles will predominately traverse between the main access gate and carpark D1. It is within the Speedway scope to repair any damage to the internal road between the main access gate and carpark D1.

Note: Stakeholder endorsement of the Precast Facility CTMP contained at Appendix N to this document is contained within that document.

Sydney Metro (SM)							Abergeldie (ABG)	
No.	Party	Construction Traffic Management Plan - Major Works (Abergeldie)	Rev	Section	Comment Date	Comment Description	ABG Response	Response Date
1	TfNSW	Traffic Management Plan	B	Definitions	30/11/20	Add 'CJP' - TfNSW Customer Journey Planning - Operations	Definitions section updated	7/12/20
2	TfNSW	Traffic Management Plan	B	Clause 2.2	30/11/20	Please note that both CJP and TMC are both Transport for NSW.	Clause 2.2 updated	7/12/20
3	TfNSW	Traffic Management Plan	B	Figure 3	30/11/20	Please confirm that adeuqate sight distances are provided to the proposed gate locations, with specific discussion on slow moving fully laden spoil trucks.	Section 11.5 added to address sight distances	7/12/20
4	TfNSW	Traffic Management Plan	B	Clause 11.2	30/11/20	Provide regulatory signage to prohibit right turns from Ferrers Rd into gates 4, 5 and 6.	TCPs' updated in Appendix A	7/12/20
5	TfNSW	Traffic Management Plan	B	Clause 12.2	30/11/20	Given the significant amount of spoil trucks utilising the road network inpection & cleaning of the Ferrers Rd road surface will be required several times per shift.	This is consistent with Abergeldie's intent - Section updated to cite "regular" inspections and cleaning throughout each shift	7/12/20
6	TfNSW	Traffic Management Plan	B	Clause 12.2	30/11/20	The street sweeper is not to operate below 40km/h without an appropriate cover vehicle.	Noted in Clause 12.2	7/12/20
7	TfNSW	Traffic Management Plan	B	Appendix A	30/11/20	TCPs are considered for reference only. Any future approval of this TMP does not constitute approval of the TCPs.	Noted	7/12/20
8	TfNSW	Traffic Management Plan	B	Appendix J	30/11/20	Content not provided.	RSA now provided	7/12/20
9	Blacktown Council	Traffic Management Plan	C	Entire Document	10/12/20	The CTMP appear to be satisfactory, given that it is developed by an accredited TCP designer. The applicant must have appropriate insurances before implementing the TCPs. The applicant will be liable to any damage to public life or properties which may results from implementing this TCPs. Council will not liable for any damage to public life or properties which may results from implementing this TCPs.	Accepted	10/12/20

10	TfNSW	Traffic Management Plan	B	Entire Document	23/12/20	In accordance with the Principal's General Specifications G10 – Traffic and Transport Management SM ES-ST-214_Speedway Works, Transport for NSW – Greater Sydney – Planning and Programs, and the Transport Coordination Office approve the Sydney Metro West – N235 Speedway Main Works – Construction Traffic Management Plan (SMWSPC-ACI-SPY-TF-PLN-000120.C.RVW.C.01) subject to the following requirements: • Updating the CTMP signage and linemarking drawings with the TfNSW sign designs provided to Sydney Metro; • Obtaining Road Occupancy Licenses (ROLs) from the Transport Management Centre as required; • Addressing any safety issues identified within the Road Safety Audit review for this CTMP, in advance of any works commencing • Addressing any issues raised by Council, STA, Taxi Council, residents/businesses, or Emergency Services in the CTMP approval process • Promptly addressing any CJP and/or TMC and/or TfNSW issue that eventuates during the works	Accepted	23/12/20
11	Western Sydney Parklands Trust	Traffic Management Plan	B	Entire Document	24/12/20	WSPT have reviewed the Construction Traffic Management Plan and it is acceptable to Western Sydney Parklands Trust.	Accepted	20/12/20

Ari Kalamotas

From: Abdun Noor <Abdun.Noor@blacktown.nsw.gov.au>
Sent: Thursday, 10 December 2020 11:20 AM
To: Devek Naidu
Cc: Richard Campbell; Nadeem Shaikh
Subject: RE: N235 - SIS : Speedway Main Works CTMP REVC

Hi Devek

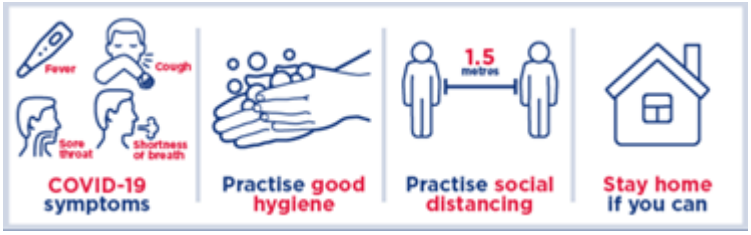
The CTMP appear to be satisfactory, given that it is developed by an accredited TCP designer.
The applicant must have appropriate insurances before implementing the TCPs.
The applicant will be liable to any damage to public life or properties which may results from implementing this TCPs.
Council will not liable for any damage to public life or properties which may results from implementing this TCPs.

Regards

Abdun Noor
Senior Traffic Management Officer

9839 6336
Abdun.Noor@blacktown.nsw.gov.au
PO Box 63 Blacktown NSW 2148
blacktown.nsw.gov.au

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From: Devek Naidu <dnaidu@abergeldie.com>
Sent: Tuesday, 8 December 2020 10:27 AM
To: Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>; Richard Campbell <Richard.Campbell@blacktown.nsw.gov.au>; Nadeem Shaikh <Nadeem.Shaikh@blacktown.nsw.gov.au>; Andy Karklins <Andy.Karklins@blacktown.nsw.gov.au>; Garry Hitchcox <Garry.HITCHCOX@transport.nsw.gov.au>; Philip Brogan <Philip.Brogan@transport.nsw.gov.au>; Joe.MORABITO@transport.nsw.gov.au; Samiah.ASSAAD@transport.nsw.gov.au; fraser.l.leishman@transport.nsw.gov.au
Cc: Joseph Maklouf <jmaklouf@abergeldie.com>; Dmitri Khomoutov <dkhomoutov@abergeldie.com>; Lorraine Chirawu <LORRAINE.CHIRAWU@transport.nsw.gov.au>; Boutros Abd <Boutros.Abd@transport.nsw.gov.au>; Ari Kalamotas

<akalamotas@abergeldie.com>
Subject: RE: N235 - SIS : Speedway Main Works CTMP REVC

All,

See attached for REV C of the Main Work CTMP for the project.

REV C captures –

- Review comments from CJP Ops – *see comments register attached*
- RSA of the CTMP – *a copy of the RSA is included in Appendix J of the CTMP and Abergeldie close-out comments are provided in Section 16.1 of the CTMP.*
- Swept path analysis of proposed Haulage trucks at Chandos Rd / Ferrers Rd roundabout to address Sydney Metro query.

Teambinder transmittal is to follow shortly.

Let me know if there are any queries.

Kind regards,
Devek Naidu
Senior Project Engineer

Abergeldie Complex Infrastructure
p: 02 8717 7777 | PO Box 3019 Regents Park NSW 2143
e: dnaidu@abergeldie.com | www.abergeldie.com | m: 0459 025 107



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From: Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>
Sent: Friday, 4 December 2020 12:58 PM
To: Richard Campbell <Richard.Campbell@blacktown.nsw.gov.au>; Nadeem Shaikh <Nadeem.Shaikh@blacktown.nsw.gov.au>; Andy Karklins <Andy.Karklins@blacktown.nsw.gov.au>
Cc: Garry Hitchcox <Garry.HITCHCOX@transport.nsw.gov.au>; Devek Naidu <dnaidu@abergeldie.com>
Subject: RE: N235 - SIS : Speedway Main Works CTMP REVB

Hi All

Following up on the e-mail issued by Garry H in relation to the Speedway CTMP – Main Works, please let me know if you require further clarification or meeting to discuss noting BCC did not attend the presentation.

The project is targeting construction start on the 14th of December and would appreciate any comments by Wednesday the 9th of December.

Regards

Ayoub Dayoub
Speedway | Sydney Metro West

M 0413 807 816

sydneymetro.info
L43 George Street Sydney 2000
PO Box K659, Haymarket NSW 1240

From: Garry Hitchcox
Sent: Monday, 30 November 2020 9:11 AM
To: Peter Keyes <Peter.KEYES@transport.nsw.gov.au>; Joe Morabito <Joe.MORABITO@transport.nsw.gov.au>; Fraser Leishman <fraser.l.leishman@transport.nsw.gov.au>; Quac minh La <QuacMinh.LA@transport.nsw.gov.au>; Anthony Mcmahon <Anthony.Mcmahon2@transport.nsw.gov.au>; Richard Campbell <Richard.Campbell@blacktown.nsw.gov.au>; Nadeem Shaikh <Nadeem.Shaikh@blacktown.nsw.gov.au>
Cc: Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>; Devek Naidu <dnaidu@abergeldie.com>; Lorraine Chirawu <LORRAINE.CHIRAWU@transport.nsw.gov.au>; Philip Brogan <Philip.Brogan@transport.nsw.gov.au>
Subject: N235 - SIS : Speedway Main Works CTMP REVB

Hi All,

Please find attached, Speedway CTMP – Main Works in discussion at our meeting on Friday 27/11/2020.

If you could please review and provide any comments back to me on the attached register. Teambinder submission to follow.

Please note the Project are targeting 14 December for approval.

Kind regards,

Garry Hitchcox
Traffic Advisor
Operations, Customer & Place-making
Sydney Metro

M 0466 492 831

sydneymetro.info
Level 40, 680 George Street, Sydney NSW 2000

I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

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Ari Kalamotas

From: Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>
Sent: Thursday, 24 December 2020 6:52 AM
To: Devek Naidu; Dmitri Khomoutov
Cc: Lorraine Chirawu
Subject: FW: Sydney Metro West - N235 Speedway Main Works - Construction Traffic Management Plan - TfNSW (former RMS) approval

Gents

Approval of Speedway CTMP is below, a formal response will be issued also in TB.

Enjoy Christmas.

Regards

Ayoub Dayoub
Speedway | Sydney Metro West

M 0413 807 816

sydneymetro.info
L43 George Street Sydney 2000
PO Box K659, Haymarket NSW 1240

From: Quac minh La
Sent: Wednesday, 23 December 2020 3:54 PM
To: Demi Tascas <Demi.Tascas@transport.nsw.gov.au>
Cc: Carl Mella <Carl.MELLA@transport.nsw.gov.au>; Fraser Leishman <fraser.l.leishman@transport.nsw.gov.au>; Joe Morabito <Joe.MORABITO@transport.nsw.gov.au>; Samiah Assaad <Samiah.ASSAAD@transport.nsw.gov.au>; Peter Keyes <Peter.KEYES@transport.nsw.gov.au>; Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>; Barry McGrattan <Barry.McGrattan@transport.nsw.gov.au>; Philip Brogan <Philip.Brogan@transport.nsw.gov.au>; Garry Hitchcox <Garry.HITCHCOX@transport.nsw.gov.au>
Subject: Sydney Metro West - N235 Speedway Main Works - Construction Traffic Management Plan - TfNSW (former RMS) approval

Demi,

In response to your transmittal SMWSPC-SMD-TX-000078 dated 10/12/20.

In accordance with the Principal's General Specifications G10 – Traffic and Transport Management SM ES-ST-214_Speedway Works, Transport for NSW – Greater Sydney – Planning and Programs, and the Transport Coordination Office approve the Sydney Metro West – N235 Speedway Main Works – Construction Traffic Management Plan (SMWSPC-ACI-SPY-TF-PLN-000120.C.RVW.C.01) subject to the following requirements:

- Updating the CTMP signage and linemarking drawings with the TfNSW sign designs provided to Sydney Metro;
- Obtaining Road Occupancy Licenses (ROLs) from the Transport Management Centre as required;
- Addressing any safety issues identified within the Road Safety Audit review for this CTMP, in advance of any works commencing
- Addressing any issues raised by Council, STA, Taxi Council, residents/businesses, or Emergency Services in the CTMP approval process
- Promptly addressing any CJP and/or TMC and/or TfNSW issue that eventuates during the works

Regards,
Minh

Quac Minh LA
SM Contract Manager & Information Controller
Sydney
Greater Sydney
Transport for NSW

M 0447 410 841
Level 10, 27 Argyle Street Parramatta NSW 2150

From: Demi Tascas via InEight Document [mailto:system@teambinder.com]
Sent: Thursday, 10 December 2020 3:05 PM
To: Quac minh La <QuacMinh.LA@transport.nsw.gov.au>
Subject: SMWSPYSPC - N235 - Construction Traffic Management Plan - Issued for Review

Document Transmittal

Transmittal No:	SMWSPC-SMD-TX-000078
Contract No:	SPC - Speedway Construction
Sub Contract:	-
Date:	10 December 2020, 03:04 PM

Issued	Name
By	Demi Tascas (Sydney Metro)

Issued	Name
To	Carl Mella (Roads and Maritime Services (part of TfNSW division)) ; Fraser Leishman (Roads and Maritime Services (part of TfNSW division)) ; Quac Minh La (Roads and Maritime Services (part of TfNSW division)) ; Richard Campbell (Blacktown City Council) ; Nadeem Shaikh (Blacktown City Council) ; Andy Karklins (Blacktown City Council) ; Joe Morabito (Roads and Maritime Services (part of TfNSW division)) ; Samiah Assaad (Roads and Maritime Services (part of TfNSW division)) ; Peter Keyes (Sydney Metro) ; Anthony Mcmahon (Roads and Maritime Services (part of TfNSW division))
Cc	Ayoub Dayoub (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro)

Reason for Issue	Issued for Review
Subject	**N235 - Construction Traffic Management Plan - Issued for Review**

Dear All,

Please find attached the Sydney Metro West CTMP, issued to you as requested by Ayoub Dayoub.

Kind regards,

Demi Tascas

A/Document Control Manager

Sydney Metro West

Click here to download all Transmittal files.

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	SMWSPC-ACI-SPY-SM-PLN-000085	Appendix L - Emergency Response and Incident Management Plan	E.01	RVW	PLN		Appendix L
2	SMWSPC-ACI-SPY-TF-DVR-000217	N235 - CTMP Comments Register - Abergeldie Response	A.01	RVW	DVR		Review Comments - Speedway Project CTMP
3	SMWSPC-ACI-SPY-TF-DWG-000166	Appendix A.0 - TLVMP-AS-114593 Early Works - Long term TCP with VMP overlain	B.01	RVW	DWG	0000	Appendix A.0 - TLVMP-AS-114593 REV G
4	SMWSPC-ACI-SPY-TF-LST-000130	Appendix D - SWP033-F01 Traffic Control Inspection Checklist	C.01	RVW	LST		Appendix D - SWP033-F01
5	SMWSPC-ACI-SPY-TF-PLN-000120	N235 - Construction Traffic Management Plan	C.01	RVW	PLN		CTMP Sydney Mero International Speedway
6	SMWSPC-ACI-SPY-TF-PLN-000121	Appendix F.1 - RMS Category G - Traffic Logistics	C.01	RVW	PLN		Appendix F.1 - Traffic Logistics

7	SMWSPC-ACI-SPY-TF-PLN-000122	Appendix F.2 - RMS Category G - Abergeldie Contractors	C.01	RVW	PLN		Appendix F.2 - Abergeldie Contractors
8	SMWSPC-ACI-SPY-TF-PLN-000123	Appendix A.1 - TLTCP-AS-114615 Main Works - Stage 1 VMP	C.01	RVW	PLN		Appendix A.1 - TLTCP-AS-114615 REV C
9	SMWSPC-ACI-SPY-TF-PLN-000124	Appendix A.2 - TLTCP-AS-114657 Main Works - Stage 2 VMP	C.01	RVW	PLN		Appendix A.2 - TLTCP-AS-114657 REV C
10	SMWSPC-ACI-SPY-TF-PLN-000125	Appendix A.3 - TLTCP-AS-114840 Main Works - Stage 3 VMP	C.01	RVW	PLN		Appendix A.3 - TLTCP-AS-114840 REV C
11	SMWSPC-ACI-SPY-TF-PLN-000126	Appendix B.1 - TLTCP-AS-114615 Main Works - Stage 1 VMP	C.01	RVW	PLN		Appendix B.1 - TLTCP-AS-114615 REV C
12	SMWSPC-ACI-SPY-TF-PLN-000127	Appendix B.2 - TLTCP-AS-114657 Main Works - Stage 2 VMP	C.01	RVW	PLN		Appendix B.2 - TLTCP-AS-114657 REV C
13	SMWSPC-ACI-SPY-TF-PLN-000128	Appendix B.3 - TLTCP-AS-114840 Main Works - Stage 3 VMP	C.01	RVW	PLN		Appendix B.3 - TLTCP-AS-114840 REV C
14	SMWSPC-ACI-SPY-TF-PLN-000132	Appendix G - N235 SIS - Construction Staging Plan	C.01	RVW	PLN		Appendix G - Construction Staging Plan
15	SMWSPC-ACI-SPY-TF-PLN-000167	Appendix A.4 - TLTCP-AS-121285 REV D Ferrers Rd Concrete Barriers Install & Remove	B.01	RVW	PLN		Appendix A.4 - TLTCP-AS-121285 REV D
16	SMWSPC-ACI-SPY-TF-PLN-000168	Appendix A.5 - TLTCP-AS-121296 Ferrers Rd Pavement Tie-in under Stop Slow	B.01	RVW	PLN		Appendix A.5 - TLTCP-AS-121296 REV C
17	SMWSPC-ACI-SPY-TF-PLN-000215	Appendix J - CTMP Road Safety Audit	A.01	RVW	PLN		Appendix J - CTMP Road Safety Audit
18	SMWSPC-ACI-SPY-TF-PLN-000216	Appendix K - Community Comms Strategy	A.01	RVW	PLN		Appendix K - Community Comms Strategy
19	SMWSPC-ACI-SPY-TF-RAS-000129	Appendix C - WHS001-F04 Workplace Risk Assessment	C.01	RVW	RAS		Appendix C - WHS001-F04
20	SMWSPC-ACI-SPY-TF-REP-000169	Appendix I - Ferrers Road Dilap Report	B.01	RVW	REP		Appendix I - Ferrers Road Dilap Report

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TeamBinder Transmittal Reference: {F1B63F1C-ABDB-4277-999B-E828115E25E6}

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Ari Kalamotas

From: Kelie Pittaway <waterbearkp@gmail.com>
Sent: Tuesday, 22 December 2020 9:08 AM
To: Devek Naidu
Subject: Fwd: FW: Speedway - Final Draft Planning Approval
Attachments: image001.jpg

See attached

---------- Forwarded message ---------
From: **Ayoub Dayoub** <Ayoub.Dayoub@transport.nsw.gov.au>
Date: Tue, 22 Dec 2020, 8:45 am
Subject: FW: Speedway - Final Draft Planning Approval
To: Kelie Pittaway <waterbearkp@gmail.com>

Hey Kelie

See below from Peter Marshall as requested.

Regards

Ayoub Dayoub

Speedway | Sydney Metro West

M 0413 807 816

sydneymetro.info
L43 George Street Sydney 2000

PO Box K659, Haymarket NSW 1240



From: Peter Marshall [mailto:petermarshall@optusnet.com.au]
Sent: Sunday, 20 December 2020 7:59 AM
To: Lorraine Chirawu <LORRAINE.CHIRAWU@transport.nsw.gov.au>
Cc: Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>; Jo Robertson <jrh@hbi.com.au>
Subject: RE: Speedway - Final Draft Planning Approval

Lorraine

I have reviewed the Construction Traffic Management Plan and it is acceptable to Western Sydney Parklands Trust.

I do not require Abergeldie to provide the offered briefing on Monday.

Regards

Peter Marshall

Marshall Project Management

Tel: 9909 2418

From: Lorraine Chirawu [mailto:LORRAINE.CHIRAWU@transport.nsw.gov.au]
Sent: Friday, 18 December 2020 6:05 PM
To: Peter Marshall
Cc: Ayoub Dayoub; Jo Robertson
Subject: Fwd: Speedway - Final Draft Planning Approval

Hi Peter

As discussed this morning, please see attached draft Planning Conditions, in particular refer to the table in C3 for Sydney Metros obligation to consult WSPT. The independent Environmental Representative (Jo, copied into this email) who will be signing off on our approval has indicated this refers to the CTMP, construction Traffic Management Plan

As this is very late notice and we were under the impression we had covered this through the review of the Traffic, Transport and Parking EIS chapter, we would like to get feedback from you regarding consultation. We can get Abergeldie to run the the traffic Management Plan Monday morning if required. I will forward the CTMP shortly

Regards

Lorraine Chirawu

Get Outlook for iOS

From: Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>
Sent: Friday, December 18, 2020 7:49 am
To: Lorraine Chirawu
Cc: Matthew Marrinan
Subject: Speedway - Final Draft Planning Approval

Hey Lorraine

See attached final draft of the Infrastructure Planning Approval, refer to the table in C3 for Sydney Metros obligation to consult WSPT on the CTMP.

Let me know if you require a copy of both the Early Works CTMP and Main Works CTMP otherwise I can forward to Peter Marshall direct.

Regards

Ayoub Dayoub

Speedway | Sydney Metro West

M 0413 807 816

sydneymetro.info
L43 George Street Sydney 2000

PO Box K659, Haymarket NSW 1240



From: Matthew Marrinan
Sent: Wednesday, 16 December 2020 1:08 PM
To: Kelie Pittaway <waterbearkp@gmail.com>; dkhomoutov@abergeldie.com; Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>; Brian Cullinane <brian@emeadvisory.com>; Jo Robertson <jrh@hbi.com.au>; Mirjana Vidovic <Mirjana.Vidovic2@transport.nsw.gov.au>; Richard Liao <Richard.Liao@transport.nsw.gov.au>; Robert Miesegaes <robert.miesegaes@transport.nsw.gov.au>; Lorraine Chirawu <LORRAINE.CHIRAWU@transport.nsw.gov.au>
Cc: Todd Brookes <Todd.Brookes@transport.nsw.gov.au>
Subject: Re: Speedway - Final Draft Planning Approval

Good afternoon all,

Please find attached the Final Draft of the Planning Approval. There will be no further drafts provided until we receive the final Instrument of Approval upon Determination of the Project.

There is one tracked change in this document deleting B4(b). This was a change requested by Comms and has been verbally accepted by DPIE so we can expect it will not appear in the Planning Approval document.

Regards,

Matthew

From: Matthew Marrinan <Matthew.Marrinan@transport.nsw.gov.au>
Sent: Tuesday, December 15, 2020 4:17 PM
To: Kelie Pittaway <waterbearkp@gmail.com>; dkhomoutov@abergeldie.com <dkhomoutov@abergeldie.com>; Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>; Brian Cullinane <brian@emeadvisory.com>; Jo Robertson <jrh@hbi.com.au>; Mirjana Vidovic <Mirjana.Vidovic2@transport.nsw.gov.au>; Richard Liao <Richard.Liao@transport.nsw.gov.au>; Robert Miesegaes <robert.miesegaes@transport.nsw.gov.au>; Lorraine Chirawu <LORRAINE.CHIRAWU@transport.nsw.gov.au>
Subject: Re: Speedway - Environment and Approvals

A quick heads up that the Final Draft Planning Approval is expected tonight and I will forward it through once received. We expect that this approval will resolve the contamination issue relating to the Section B SAS.

I understand it will now be a Section A SAS provided after remediation is complete during construction.

Regards,

Matthew

From: Matthew Marrinan
Sent: Thursday, October 22, 2020 12:23 PM
To: Kelie Pittaway <waterbearkp@gmail.com>; dkhomoutov@abergeldie.com <dkhomoutov@abergeldie.com>; Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>; Brian Cullinane <brian@emeadvisory.com>; Jo Robertson <jrh@hbi.com.au>; Mirjana Vidovic <Mirjana.Vidovic2@transport.nsw.gov.au>
Cc: Richard Liao <Richard.Liao@transport.nsw.gov.au>
Subject: Speedway - Environment and Approvals
When: Thursday, December 17, 2020 11:00 AM-12:30 PM.
Where:

This is the regular Environment and Approvals meeting established for the project and will be held fortnightly to manage environmental issues until the completion of construction.

An agenda will be circulated and this meeting will be minuted by Sydney Metro as part of the Compliance Monitoring and Reporting Program.

Microsoft Teams meeting

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Healthy Buildings International
Leading with Experience

Sydney Metro - Speedway : HBI Document Review

HBI Ref: 200907 CTMP 040121

DOCUMENT/PACKAGE No.

DOCUMENT/PACKAGE TITLE

N235 - Sydney International Speedway – Construction Traffic Management Plan – Main Works, Revision Date: 7 December 2020 (REV C) ISSUED TO THE ER 23/12/20

COMPLIANCE STATUS
O Observation / Comment
D From info currently provided not able to determine whether document/design is compliant.
N Non-Compliant
M Minor non-compliance for action but may be documented in next issue

RESPONSE STATUS
O Open
C Closed
CS Closed subject to additional action / information
L Certification Limitation
H Drawings or part thereof on HOLD

Item No	Contract	Contractor	Doc Rev	Item Description, Page, Para, Drg ref	Reviewer	Discipline	Date	Requirement Ref	Reviewer Comments	Compliance Status	Contractor Response	Date	Compliance Status
CTMP												05-Jan-2020	
1	Speedway	Abergeldie	23/12/20	Page 7	ER	Approval	04-Jan-2021	NA	Remove ER from Endorsement Table in this and all other docs	N	Noted and updated.	05-Jan-2020	
2	Speedway	Abergeldie	23/12/20	Page 8	ER	Approval	04-Jan-2021	MCoA as approved 23/12	Update Section 2.2 to include updates for Issued MCoA (Rev D)	CS	Noted and updated.	05-Jan-2020	
3	Speedway	Abergeldie	23/12/20	Page 9	ER	Approval	04-Jan-2021	NA	Department of Planning should be Department of Planning Industry and Environment (DPIE).	CS	Noted and updated. DPIE added to list of definitions under Section 1.3	05-Jan-2020	
4	Speedway	Abergeldie	23/12/20	Page 10, Section 3.2	ER	Approval	04-Jan-2021	general	Part of the purpose should be to also satisfy the MCoA. Section 3.2 should be revised accordingly.	CS	Noted and updated.	05-Jan-2020	
5	Speedway	Abergeldie	23/12/20	page 10, Section 3.3	ER	Approval	04-Jan-2021	McoA C3 (a)	Section 3.3 - Key stakeholder consultation should also include the Western Sydney Parklands Trust (as per MCoA C3 (a)	N	Noted and updated.	05-Jan-2020	
6	Speedway	Abergeldie	23/12/20	page 11, first para	ER	Approval	04-Jan-2021	NA	Community Communication Strategy contained in the Community Liaison Management Plan. CHECK THESE ARE CORRECT RE COMMS DOCS NAMES	CS	Noted and updated, reference is now made to *Community Communication Strategy only* which is the correct document name	05-Jan-2020	
7	Speedway	Abergeldie	23/12/20	page 11, second para	ER	Approval	04-Jan-2021	NA	This does not make sense and is no longer relevant *"this is also further addressed under the Community Liaison Management Plan contained in which will be provided after contract award."*	CS	Noted and amended - reference to contract award removed	05-Jan-2020	
8	Speedway	Abergeldie	23/12/20	Page 12 Section 5	ER	Approval	04-Jan-2021	NA	"Works outside permitted standard work hours as noted above are also subject to Out of Hours Works approval by Sydney Metro upon stakeholder consultation and notification." CHECK THIS PROCESS IS ALIGNED WITH CEMP	CS	Confirmation that this statement aligns with the out of hours process outlined in the CEMP	05-Jan-2020	
9	Speedway	Abergeldie	23/12/20	page 15, third para	ER	Approval	04-Jan-2021	NA	WHSMP is referenced here - first time reference - expand	CS	WHSMP Refers to the *Work Heath and Safety Management Plan.* *Section 1.3 Definitions* to be updated to include WHSMP	05-Jan-2020	
10	Speedway	Abergeldie	23/12/20	Section 8, page 16 last para	ER	Approval	04-Jan-2021	NA	What does this mean? "Due to unforeseen circumstances, should the TCP or the ROL need validity be extended the requirements of Sydney Metro, TMC and TfNSW will be adhered to." It is not clear - re-word for clarity. I didn't' think and ROL could be extended without re-approval. (as per the process described in Section 10).	O	Noted and updated to below - Should the TCP or the ROL need extension the requirements of Sydney Metro, TMC and TfNSW will be adhered to.	05-Jan-2020	
11	Speedway	Abergeldie	23/12/20	Section 12.1, last dot point page 18	ER	Approval	04-Jan-2021	NA	CTMP (section 12.1) states that: For the Main works CTMP to be applicable to the project, the early works activities are deemed to have been completed. These include: … • Construction of temporary carparks 1A, 1B and 1C as shown in drawing CS-0051 to facilitate 1,500 spaces for spectator parking. Can you confirm if these car parks have been completed as part of early works completed to date?	O	Carparks 1A And 1B are completed. Carpark 1C is scheduled for completion by 15/01/2020 (subject to inclement weather). Currently 1800 parking spaces are available prior to commencement of main works.	05-Jan-2020	
12	Speedway	Abergeldie	23/12/20	Page 23, Last para	ER	Approval	04-Jan-2021	NA	"Stage 1 bulk earthworks are currently scheduled for January 2021 subject to relevant planning approvals for works to proceed by Sydney Metro." - Remove the word "planning"	CS	Updated	05-Jan-2020	
13	Speedway	Abergeldie	23/12/20	Section 13.1 page 33	ER	Approval	04-Jan-2021	MCoA E2	Should include the specific requirements of MCoA E2 - Namely: "A copy of the Road Dilapidation Report must be provided to the relevant Council within three weeks of completion of the survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the SSI."	CS	Noted and Section 13.1 updated accordingly	05-Jan-2020	
14	Speedway	Abergeldie	23/12/20	Section 18.1 page 40	ER	Approval	04-Jan-2021	NA	Has the Traffic Management Risk Assessment Workshop referred to in Section 18.1 been completed?	O	Various Workplace Risk Assessment Workshops have been carried out to date which has assessed the Traffic Impacts of proposed construction activities - Captured via the *Workplace Risk Assessment (WRA)*	05-Jan-2020	
15	Speedway	Abergeldie	23/12/20	Section 22	ER	Approval	04-Jan-2021		Confirm that : Training and induction of the CTMP is provided for in the CEMP Non conformances are provided for on "Rapid" Confirm that "A schedule for internal audits providing frequencies and responsibilities is provided as part of the CEMP. Any audit of this plan will be as part of an overall construction environmental management systems audit."	O	Confirmed. Training and induction via the WHS site induction. Internal audit schedules are contained in the Quality Management Plan (Appendix H.3)	05-Jan-2020	
16	Speedway	Abergeldie	23/12/20	Section 24	ER	Approval	04-Jan-2021		As this will be an ER approved plan in accordance with C3, A22 (d) then is applicable and the requirements thereof should be included in this Section. Specifically … (d) approve documents and any updates to documents identified in Conditions A10, C1, C3 and CS and any other documents that are identified by the Planning Secretary, after verifying all relevant matters set out in this approval pertaining to those documents have been met, and make a written statement to the Planning Secretary to this effect;	N	Noted CTMP updated as below "Any updates of the CTMP as part of this section will be followed by a notification to the ER for approval"	05-Jan-2020	
17	Speedway	Abergeldie	23/12/20	appendicies	ER	Approval	04-Jan-2021		Please provide appendices to CTMP	N	Noted and issued with REV D of the CTMP	05-Jan-2020	
Sydney International Speedway – Construction Traffic Management Plan – Compliance Matrix												05-Jan-2020	
18	Speedway	Abergeldie	23/12/20	Compliance Matrix, source column	ER	Approval	04-Jan-2021	MCoA	Update to Compliance Matrix to refer to Issued MCoA SSI 10048 INSERT DATE rather that Sydney International Speedway **Final Draft** Planning Approval (ie: remove final draft)	N	Updated	05-Jan-2020	

19	Speedway	Abergeldie	23/12/20	Compliance Matrix TTP4	ER	Approval	05-Jan-2021	TTP4	Where is TTP4 addressed? Section is currently blank., also to be consistent with how other remms are presented a Property access for emergency vehicles at the start of "*Access to other properties within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports would be provided at all times, including for emergency vehicles*"	**N**	This is actually TTP2 (incorrectly referred to as TTP4 in the compliance matrix) Section 14.2 updated to address to TTP2	05-Jan-2020	
20	Speedway	Abergeldie	23/12/20	Compliance Matrix TTP7	ER	Approval	06-Jan-2021	TTP7	Temporary offsite parking for Sydney Dragway would be established prior to commencement of construction. Please confirm how this will be achieved with construction planned for commencement early/mid Jan.	**N**	See below for response from Sydney Metro - *"As part of the Speedway Delivery Agreement (SDA) between Sydney Metro and Western Sydney Parklands Trust, the parking requirements for Dragway are* *From the Construction Licence Commencement Date until the Actual Completion Date of the Works, Sydney Metro must ensure car parking spaces are made available for the use of the Dragway Operator as follows:* *(i) for Major Dragway Events, 3,400 car spaces; and* *(ii) for all other events held by the Dragway Operator at the Balance Dragway Lease Area, 1,600 car spaces.* *Based on the calculated areas of temporary carparks (Carparks A, B and C), 2169 parking areas have been identified as available; this is the "Balance Dragway Lease Area" in the SDA. An additional ~2400 parking spots have been made available (when required) within the Sydney Motorsport Park operated by ARDC. Sydney Metro has engaged a Bussing Specialist to develop event-specific bussing plans to include number of busses, bus schedules and routes within the Motorsport Precinct for major events where the ARDC parking will be required. The actual parking arrangements to be wholly managed by ARDC as per their standard operating procedures. "*	05-Jan-2020	
21	Speedway	Abergeldie	23/12/20	Compliance Matrix TTP7	ER	Approval	07-Jan-2021	TTP7	"During these events, a shuttle bus service would be provided between this parking and the Sydney Dragway" How has this been achieved? CTMP Appendix G is not included so it cannot be assessed. Please provide.	**N**		05-Jan-2020	
22	Speedway	Abergeldie	23/12/20	Compliance Matrix CEMF	ER	Approval	08-Jan-2021	CEMF, Section 13.2 (vi)	"Parking Management Plan is not deemed to be required" .Please provide correspondence reference confirming this is the case.	**N**	See below for response from Sydney Metro - *"Parking management plan – a standalone parking management plan is deemed not required as the requirements for parking have been specified in the SDA. Parking requirements and temporary parking locations have also been provided in section c1 of the G10 specification"*	05-Jan-2020	
23	Speedway	Abergeldie	23/12/20	Compliance Matrix MCoA E1	ER	Approval	09-Jan-2021	MCoA E1	Matrix states that the specific requirement of E1(a) ….. (a) have no more than minimal amenity impacts; is addressed in is addressed in Section , Section16, or Appendix J - It is not addressed in 12 or 16 and App J is not included. Please address.	**N**	Section 6 of the CTMP - specifies that speed reductions on Ferrers Road are not required by the Main work. Section 8 of the CTMP - *specifies that all existing lanes widths and number of lanes will be maintained unless approved otherwise* Section 12.10 - Parameters around installation of signage as to not disrupt motorists and cyclists. Appendix J - Copy of the RSA provided. The RSA assesses the impacts of	05-Jan-2020	
24	Speedway	Abergeldie	23/12/20	Compliance Matrix MCoA E3	ER	Approval	10-Jan-2021	MCoA E3	MCoA E3 is not addressed in Section 13. Please address	**N**	Section 13.2 updated to address E3	05-Jan-2020	
25	Speedway	Abergeldie	23/12/20	Compliance Matrix MCoA E4	ER	Approval	11-Jan-2021	MCoA E4	To address E4, the footprint of" the Eastern Creek Motor Sports Precinct 5 as identified in the Western Sydney Parklands Plan of Management 2030." should be referred to - might be included in the CCS? The CTMP appears to dal with pedestrians and general vehicular access but is limited and doesn't specifically address potentially impact businesses. Nor does it commit to provision of "Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption."	**N**	Section 14.2 updated with an extract of Precinct 5 (Figure 21). Section 14.2 also updated with mitigation measures to businesses and properties.	05-Jan-2020	
26	Speedway	Abergeldie	23/12/20	Compliance Matrix	ER	Approval	12-Jan-2021	na	There is a column for ID but it is blank… should it be?	**O**	ID column removed	05-Jan-2020	

Document Review History

33 APPENDIX I – DILAPIDATION REPORT

AUSDILAPS
Specialist Building Inspections

ABN: 56 891 923 704 Telephone: 1800 Dilaps (345 277) Email: info@ausdilaps.com.au

PROPERTY CONDITION SURVEY - GEOREFERENCED VIDEO

COMMISSIONED BY:

Abergeldie Complex Infrastructure
PO Box 3019
REGENTS PARK NSW 2143

PROJECT:

Sydney International Speedway, NSW

SITE SURVEYED:

Council Assest - Ferrers Road
EASTERN CREEK NSW 2766

INSPECTION DATE:

27 October 2020

JOB REFERENCE:

AD3489D

WEATHER:

Partly Cloudy, 19°C

REPORT PREPARED BY:

Brittany Schneider



BRIEF

Australian Dilapidations was commissioned by Abergeldie Complex Infrastructure to carry out pre-construction condition inspection and report in accordance with AS.4349.1 for the Sydney International Speedway, NSW project.

PURPOSE OF THIS REPORT

This is a visual pre-construction inspection in accordance with AS 4349.1 and is intended to record the pre-construction condition of the property inspected and the surrounding areas. This is not a structural report and will not provide comment on the structural integrity or design of the inspected property; however it does include a photographic record of the main defects visible at the time of the inspection. The report is intended to be used to determine if change has occurred post-construction and if so, to what extent. This report and included photographs will be retained for use in/or during post-construction condition surveys.

LIMITATIONS

In accordance with AS 4349.1 clause 2.5:
1. A visual only inspection may be of limited use to the client. In addition to a visual inspection, to thoroughly inspect the readily accessible areas of the property, further testing may be required whenever necessary.
2. This report does not include the inspection and assessment of items or matters outside the scope of the requested inspection and report.
3. This report does not include the inspection and assessment of items or matters that do not fall within the consultant's direct expertise.
4. The inspection only covers the readily accessible areas of the property and does not include areas, which were inaccessible or obstructed at the time of inspection. Obstructions are defined as any condition or physical limitation which inhibits or prevents inspection.
5. Australian Standard Inspection of Buildings, Part 1: Property Inspections – Residential buildings recognises that a standard property inspection report is not a warranty or an insurance policy against problems developing with the building in the future.

VIDEO LIMITATIONS

1. GPS Trilateration typical accuracy is <4m.
2. The first 15 seconds of an inspection allows for enough time to reach maximum accuracy before movement is commenced.
3. Cellular network reception and other factors outside of AusDilaps control may affect GPS accuracy.
4. In the event that adequate GPS accuracy is unachievable (<10m) we will perform a standard inspection. It is difficult to know whether desired GPS accuracy is able to be achieved until we arrive at site location.

EXCLUSIONS

The client acknowledges that this report does not cover or deal with:
(i) solving or providing costs for any rectification or repair work;
(ii) the structural design or adequacy of any element of construction;
(iii) detection of wood destroying insects such as termites and wood borers;
(iv) the operation of fireplaces and chimneys;
(v) any building services or appliances on the property;
(vi) any swimming pools and associated pool equipment or spa baths and spa equipment or the like;
(vii) whether the ground on which the building rests has been filled, is liable to subside, swell or shrink, is subject to landslip or tidal inundation, or if it is flood prone.

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TERMS AND CONDITIONS

Important information regarding the scope and limitations of inspection and this report: Any person who relies upon the contents of this report does so acknowledging that the following clauses form an integral part of the report.

1. **This report is not an all encompassing structural survey.** It is a reasonable attempt to identify any obvious or significant defects apparent at the time of the inspection. Whether a defect is considered significant or not, to a large extent, depends on the age and type of the building or property inspected. This report is not a Certificate of Compliance with the requirements of any act, regulation, ordinance or by-law or, as a warranty or an insurance policy against problems developing with the building or property in the future.

2. **Only areas to which reasonable access is available were inspected.** AS 4349.1 defines reasonable access as “areas where safe, unobstructed access is provided and the minimum clearances specified below are available, or where these clearances are not available, areas within the inspector’s unobstructed line of sight and within arm’s length...”. Reasonable access does not include removing screws and bolts to access covers or the use of destructive/invasive inspection methods, cutting or making access traps, moving heavy furniture, floor coverings or stored goods.

3. **This report does not and cannot make comment upon:**
   - The assessment or detection of defects which may be subject to the prevailing weather conditions.
   - Whether or not services have been used for some time prior to the inspection and whether this will affect the detection of leaks or other defects.
   - The presence or absence of timber pests, gas-fittings, common property areas, environmental concerns, the proximity of the property to flight paths, railways, or busy traffic.
   - Noise levels, health and safety issues, heritage concerns, security concerns or systems; fire protection, site drainage.
   - Detection and identification of illegal building work, illegal plumbing work, durability of exposed finishes, neighbourhood problems, electrical installation, cables or reception systems, any matters that are solely regulated by statute.
   - Accordingly, this report does not guarantee that defects and/or damages do not exist in any inaccessible or partly inaccessible areas or sections of the property.

4. **Asbestos, Lead and Mould Disclaimer:**
   No inspection for asbestos, lead or mould was carried out at the property and no professional report on the presence or absence of them is provided. If asbestos is noted as present within the property or if the building was built prior to 1990 and you are concerned they may be present within the property then you should seek advice from a qualified specialist to identify the amount and importance of their presence and the cost of sealing or removal.

5. **Estimating Disclaimer:**
   This report does not provide any estimates on repair or remedial works. We recommend you consult a licenced builder to give an estimate on any work required.

6. **Disclaimer of Liability:**
   No liability shall be accepted on an account of failure of the report to notify any problems in the area(s) or section(s) of the subject property physically inaccessible during inspection, or to which access is denied. No responsibility can be accepted for defects which are latent or otherwise not reasonably detected on a visual inspection.

7. **Disclaimer of Liability to Third Parties:**
   This report is made solely for the use and benefit of the client named on the front of this report. No liability or responsibility whatsoever, in contract or tort, is accepted to any third party who may rely on the report wholly or in part. Any third party acting or relying on this report, in whole or in part does so at their own risk.

PROPERTY DESCRIPTION

Property Type:

- Council owned property

GENERAL INSPECTION RESTRICTIONS

Description of Restrictions:
1. None noted at the time of the inspection.

Safety Issues:
1. None noted at the time of the inspection.

Important Note: Per AS 4349.1 Clause 4.2.4.3, the report shall identify any observed item that may constitute a present or imminent serious safety hazard.

PROPERTY SITES INSPECTED

Externl Building Elements
Roudabouts
✓ Kerbs/Gutters/Footpaths
✓ Roadways

Inspection Records: AD3489D-1 Council Assets Ferrers Road EASTERN CREEK Video Inspection.mp4
Length: 08:20 minutes

Important Note: The areas listed above are a broad indication of the areas inspected. Within these areas, some further restrictions may have been present restricting or preventing our inspection. If any recommendation has been made within this report to gain access to areas, gain further access to areas, or any area has been noted as being at “High Risk” due to limited access then further access must be gained. We strongly recommend that such access be gained to enable a more complete report to be submitted.

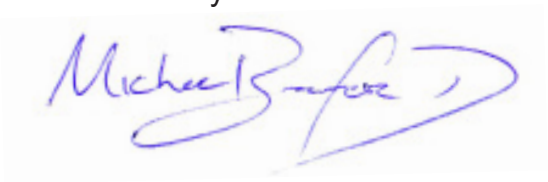
Drainage - Surface Water: Not Inspected
Important Notes: The site should be monitored during heavy rain to determine whether the existing drains can cope. If they cannot cope, then additional drains may be required.

Services: Not Inspected
Important Notes: In regard to plumbing or electrical, it should be noted that we are not plumbers or electricians and no comments are made to electrical or plumbing. We recommend that a qualified contractor be engaged to make comment on any matter dealing with plumbing or electrical issues.

EXPLANATION OF REVISIONS

- Not applicable

Yours faithfully



Michael Burford

AUSTRALIAN DILAPIDATIONS
Office: 1800 Dilaps (345 277)
Email: info@ausdilaps.com.au

34 APPENDIX J – ROAD SAFETY AUDIT

ROAD SAFETY NETWORK

Abergeldie Complex Infrastructure CTMP Audit

DOCUMENT CONTROL

VERSION	DATE	PREPARED BY	SIGNED
001	1/12/2020	Glenn Burbridge RSA-02-1064 PWZTMP #0051952947	

This report has been written in accordance with AS1742.3, the RMS Traffic Control at Work Sites manual V5, the NSW Roads Act (1993), the NSW Roads Regulation (2008), and local regulations applied by governing bodies and road owners and the guide to road safety auditing.

Changes to this document may only be made by the original author or their authorised representative.

Distribution List

The final version of this document, and all subsequent revised versions, shall be distributed to the following parties:

- Client representative – Devek Naidu
- Email: dnaidu@abergeldie.com
- Phone: 0459 025 107
- Roads and maritime Services (RMS)
- Transport for NSW (Tfnsw)

Previous Audits

Name of Audit	Date	Type
Onsite barriers install audit	25/11/2020	Onsite

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1. INTRODUCTION

Abergeldie Complex Infrastructure have been engaged to construct carparks and speedway facilities on behalf of Sydney metro west. Works include the construction of carparks and the speedway precinct.



Figure 1: Onsite signage

2. Distribution List

The final version of this document, and all subsequent revised versions, shall be distributed to the following parties:

	Name	Position	Email
Abergeldie Complex Infrastructure	Devek Naidu	Senior Project Engineer	dnaidu@abergeldie.com

3. The Process

A road safety audit is "... a formal examination of a future road or traffic project or an existing road, in which an independent, qualified team reports on the project's crash potential and safety performance" (Austroads 2009).

This Road Safety Audit follows a standard practice in identifying safety related issues from an Onsite assessment of the traffic control plans and appropriate day site visit.

The scope of the audit is in accordance with the requirements in Austroads' "Guide to Road Safety, Part 6: Road Safety Audit" and is structured around a standard checklist provided in that manual as well as RTA's "Accident Reduction Guide – Part 2: Road Safety Audits".

The analysis and subsequent report are compiled for safety and technical aspects in accordance with:

- Traffic Control at Worksites Manual V6 October 2020.
- Australian Standards 1742.3 2009 and AS3845:1999; and
- Guide to Road Design Part 6: Roadside Design, Safety and Barriers.

4. Inspection Team

Glenn Burbridge, (Road Safety Senior Auditor - RSA-02-1064)

5. SCOPE

Auditing items below for compliance to AS1742. 3 and TCAWS V6

1. SECTION 2.2

The appendix G mentioned in this section to show relevant approvals from stakeholders is actually the construction staging plan and not relevant approvals as mentioned in section 2.2.

2. SECTION 2.3

Community stakeholders should also include in the list, any relevant companies or community groups who may be affected by the works, an example is the Marconi Bike club located within the motorsport complex who may hold road races. Evidence of communication should be provided.

3. SECTION 11.1 AND 11.2

VMP shows heavy vehicles performing a u turn at the Chandos road roundabout. No information or swept paths are provided in the CTMP to show if the heavy vehicles used can make the u turn. Consider providing a swept path that shows the path the heavy vehicles will take to make the u turn.

4. SECTION 11.8

The G10 specifies that the constructors are to show how pedestrians will be catered for. Section 11.8 does not mention pedestrians or how they will be managed. The G10 is specific on showing how pedestrians will be managed during events, the procedure is not mentioned within section 11.8 on how this will be achieved. No information on the width of temporary paths or the materials that they will be constructed in are provided. This information should be provided in accordance with 1743.2 and TfNSW Traffic control manual.

5. SECTION 22

Section 22 and 22.1 provides information on the emergencies services to be used in case of an incident and the person responsible however, the chain of responsibility on who is to perform the response to an emergency is not provided. Consider providing a link to a flowchart or emergency management plan on the steps that will be taken if an incident occurs.

6. TCPS

No pedestrian routes are identified on the TCP's.

6. Conclusion

The CTMP provides information required to determine how Abergeldie will manage the site with the exception of the above issues. Further consideration should be given to notifying the travelling public on any changes to the site. Consider implementing a VMS at either end of the site when changes happen that may affect the road user experience, particularly when major works are going to happen such as the tie in to existing Ferrers Road. Although this is not a requirement under the G10, it is suggested in section 4.7.3 of the traffic control at worksites manual V6.

The audit made assessment of the projected physical features of the proposed works that may impact road user safety/understanding and sought to identify potential hazards. Although deficiencies were identified the auditor points out that no guarantee is made that every safety deficiency has been identified. Further, if all issues or other are acted upon, it does not confirm that the constructed site is "safe", rather remedial action should improve the level of safety and compliance of the site.

7. Close out report

The below table is deliberately left blank until proponent has responded to corrective action. A summary is listed below of all corrective actions that have been addressed and closed out or are still to be closed out. The table lists the item number and whether the item is still open or has been closed out. Comments are provided for each item on what evidence has been provided to close out the individual item.

Item Number	Closed out	Auditor Comment

35 APPENDIX K – COMMUNITY STRATEGY PLAN

ABERGELDIE
COMPLEX INFRASTRUCTURE

Abergeldie Contractors Pty Ltd

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Regents Park NSW 2143
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(F) 02 8717 7778
ABN# 47 004 533 519

SYDNEY INTERNATIONAL SPEEDWAY
Sydney Metro West

CONTRACT No. 00013/11864

Community Communication Strategy
24/11/2020

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APPROVAL AND AUTHORISATION

FUNCTION	POSITION	NAME	SIGNATURE	DATE
Prepared by	Abergeldie Site Engineer	Brandon Johnston		24/11/2020
Reviewed by	Abergeldie Construction Manager	Joseph Maklouf		24/11/2020
Approved by	Abergeldie Construction Director	Dmitri Khomoutov		24/11/2020

Title	Sydney International Speedway, Eastern Creek Community Communication Strategy
Endorsed by Environment Representative	[Insert name and title of Environment Representative]
Signed	
Dated	
Approved on behalf of Transport for NSW	[Insert name of TfNSW project manager]
Signed	
Dated	
Approved on behalf of Abergeldie by	[Insert name of Construction Contractor project manager]
Signed	
Dated	

DOCUMENT REVISION STATUS

Each page of this document bears a document number and revision date. When revisions to the document are issued, the following table will be updated to show the most recent revision level. The revised document will be forwarded to the holders of controlled copies. Recipients are responsible for destroying or marking “superseded” on the previous revision.

REVISION DATE	AMENDMENT DESCRIPTION

Any changes within this document that modify either the scope or intent of the original document are highlighted in the right margin by a vertical bar (|).

Where review and revision is deemed warranted, i.e. such as comments received from the Client, or where necessary to reflect changes in contractual or Project requirements, or as a result of an incident then these revisions shall be reviewed by the respective Project Manager and approved by the Project Director.

DISTRIBUTION (CONTROLLED COPIES)

COPY	ISSUED TO	COMPANY / POSITION	DATE

1

1 STRATEGY OVERVIEW

1.1 WORKING TOGETHER

Abergeldie believe in working alongside our clients and partners to achieve the best possible results for all our projects. Our mission is to deliver complex infrastructure needed to build better communities and to do so it is critical we collaborate and engage with our community and stakeholders to achieve better outcomes.

From the start of construction, Abergeldie will work with Sydney Metro to deliver high-quality work, manage community impacts and implement a no-surprises approach to communication with our neighbours.

Sydney Metro will dedicate a communication and engagement resource, Community Place Manager (Sydney Metro), to the Sydney International Speedway for the duration of construction. This resource will deliver activities and requirements outlined in this strategy and maintain and update this document.

Abergeldie will ensure information about all construction activities and key milestones are communicated with Sydney Metro representatives regularly and commit to responding promptly to all Sydney Metro requests.

1.2 CONSIDERING THE IMPACT OF OUR WORK

Throughout construction Abergeldie will endeavour to minimise construction impacts including any delays to local road users or inconvenience to nearby residents and businesses.

Community and key stakeholder concerns include:

- Dust and noise impact on local stakeholders
- Traffic and parking changes at and surrounding the site
- Maintaining access for ongoing operation for Sydney Dragway and Sydney Motorsport Park

Abergeldie and the Community Place Manager (Sydney Metro) will address these concerns through regular, transparent communication, adapting where required and seeking continual improvement throughout the construction process.

1.3 COMMUNICATION OBJECTIVES

- Abergeldie and the Community Place Manager (Sydney Metro) will work together as the Project Delivery Communications Team (PDCT) to ensure the following communication objectives are met:
- Comply with Project Planning approvals
- Work cooperatively with Sydney Metro to provide a coordinated and consistent approach
- Where possible, seek to minimise impacts of work on the local community and motorsport operators on the site

- Provide a “no-surprises” approach to communication about the work, impacts and mitigation measures
- Ensure communication and engagement is consistent and coordinated across the stakeholders and communities affected by the Contractor’s activities
- Make appropriate personnel available to attend meetings with the community or other stakeholders or provide responses to media as required
- Aim to develop project goodwill with all stakeholders which can carry over into the successful management and delivery of future stages of Sydney Metro West.

1.4 PURPOSE AND STRUCTURE

The Community Communication Strategy (CCS) – Sydney International Speedway is a specific guide for the communication and engagement approach for the construction of the Sydney International Speedway and associated enabling works. It sits as a sub-plan to the Overarching Community Communication Strategy (OCCS) and is designed to minimise the impacts of construction and provide a high level of satisfaction in meeting community expectations.

This plan aims to address contract and site specific needs of the community, stakeholders and businesses. These strategies reflect the requirements of the OCCS and also adhere to the requirements outlined in the General Requirements of the QA Specification G2-C2 and in particular Section 47 Communications and Stakeholder Engagement and Sydney Metro Stakeholder and Community Engagement General Specification 6.



Figure 1 - Communication strategy hierarchy

This strategy contains:

- Details of contractor roles and responsibilities with regards to all project communications
- A list of communication tools and procedures
- Enquiry, complaint and reporting procedures
- Details of site-specific stakeholders including key issues
- Key dates for the commencement and conclusion of construction activities.

2 ROLES AND RESPONSIBILITIES

2.1 WORKING WITH SYDNEY METRO

Sydney Metro is managing strategic planning and overall project delivery and multiple construction contracts for the Sydney Metro West project. They will maintain long-term relationships with many stakeholders throughout the project lifecycle – from planning, approvals, procurements, construction and operations.

In accordance with the Sydney Metro Overarching Community Communication Strategy, Sydney Metro maintains certain communication systems and processes to facilitate clear access to information and contacts for the community and stakeholders. These include the Sydney Metro website, email address, social media, the school education program and media liaison.

Certain obligations, consultation and reporting required by the Project Approval are retained by Sydney Metro. This includes responsibility for key stakeholder relationships including government ministers, MPs and other stakeholders. The PDCT will support and participate, as necessary, where relevant to the road relocation scope of works.

Stakeholder enquiries and complaints outside the Sydney International Speedway project scope of works will be referred back to Sydney Metro.

2.2 ABERGELDIE COMPLEX INFRASTRUCTURE

Abergeldie will ensure that all members of the onsite team have a commitment to the delivery of high quality communications throughout project delivery and will comply with all Sydney Metro procedures, processes, protocols and plans including:

- The current versions of the TfNSW Editorial Style Guide and the Sydney Metro Project Brand Guidelines; and
- The accessibility requirements for Web Content Accessibility endorsed by the Australian Government for all documents required by the Planning Approval or the General Specification – Stakeholder and Community Engagement.

Abergeldie will provide a 24 hour contact who will be available to support the Community Place Manager as required.

2.3 COMMUNITY PLACE MANAGER

The Community Place Manager (Sydney Metro) is embedded within the site construction team. Here they are best positioned to alert the construction team to issues and advise on how to minimise impacts. These roles will directly interact with local stakeholders and communities and implement the site-specific sub-plan.

Working together, the PDCT will:

- Collaborate with Sydney Metro communication and engagement team for consistent communication approach
- Support senior stakeholder and strategic partner engagement
- Document project progress through photography and videography.

The Enabling Works PDCT roles and responsibilities in relation to the delivery of outstanding communication and stakeholder management throughout construction are listed below.

The Sydney International Speedway PDCT roles and responsibilities in relation to the delivery of outstanding communication and stakeholder management throughout construction are listed below.

Table 1 - Roles and Responsibilities

Sydney Metro Roles	
Role	Responsibility
Community Place Manager	Sydney Metro Community Place Manager is embedded within the site construction teams. Here they are best positioned to alert the construction team to issues and advise on how to minimise impacts. This role will directly interact with local stakeholders and communities and implement this plan with support from PDCT. Place Manager will be responsible for stakeholder and community relations advice and activities associated with construction of the new speedway. Responsibilities include: • Understand and comply with Sydney Metro OCCS communication and consultation requirements • Identify stakeholder and community issues and recommend strategies to respond, prevent complaints and minimise impacts • Provide strategic advice and guidance to project team to contribute to the planning of construction activities to minimise community impacts • Work with the construction team to address site specific issues inducting all contractors and subcontractors in community relations issues and expectations • Work with construction team to provide ongoing support and community notifications ensuring compliance with Sydney Metro OCCS requirements and project approval requirements • Write notifications, newsletters and community updates • Undertake personal consultation with stakeholders as required • Coordinate business or resident meetings as required • Assist with coordination of media events between Sydney Metro Communications/Events and site contractor teams • Organise and attend communication interface meetings with neighbouring projects to ensure coordinated works and communication with local stakeholders and to share information regarding emerging issues • Manage complaints in accordance with Sydney Metro and project approval requirements
Communications Manager – Early Works	• Provide support to the Place Manager to ensure communications and stakeholder engagement are met

	• Seek necessary Sydney Metro approvals for all communication materials prior to distribution to the public.
Abergeldie Roles	
Role	**Responsibility**
Project Director PDCT	• Allocated relevant contacts/resources to assist the Sydney Metro Place Manager to fulfil communications activities • Support and work cooperatively with the Community Place Manager (Sydney Metro) to provide a coordinated approach to stakeholder and community engagement, that is consistent across the stakeholders and communities affected by the Contractor's Activities and Interface Contractor Activities • Provide a two week and four week look ahead to the Community Place Manager (Sydney Metro) on a weekly basis • Provide accurate information regarding current and upcoming activities including: – Key dates for commencement of construction activities – Associated impacts on stakeholders and the community – Contractor's strategy for minimising those impacts – Notifications and release of other information – Production and distribution of all public communication materials and – Media milestones. • Make appropriate senior personnel and subject matter experts available to attend meetings with the community or other stakeholders, or provide responses to the media, as required or requested by the Community Place Manager (Sydney Metro) • Support the Community Place Manager (Sydney Metro) to provide resolutions to stakeholder complaints • Provide information as required to the Community Place Manager (Sydney Metro) for responses to media enquiries/government queries or other public material • Provide notification prior to key milestones and support the organisation of events and site visits including: – Key milestone media events and – Other events and site visits. • Ensure all incidents are reported immediately to the Community Place Manager (Sydney Metro) including: – Safety incident – Environmental incident – Unexpected find – including heritage or items of cultural significance – Complaints made to onsite personnel – Government/media/stakeholder incident – Unplanned disruption to utilities

	– Unplanned impacts to local residents – Damage to property/cars – Public abuse • Seek permission and comply with contract requirements regarding the use of any Marketing and Promotional Material • Provide appropriate support with coordination of time lapse footage
Environment Manager PDCT	• Support and work cooperatively with the Community Place Manager to provide a coordinated approach to stakeholder and community engagement, that is consistent across the stakeholders and communities affected by the Contractor's activities • Identify the on-going approvals requirements of Project and putting in place the relevant documents and assessments to secure those approvals. Lead a consultative and proactive culture that ensures environmental compliance and 'No Harm' are key drivers of work behaviours • Manage all consultation with authorities and agencies required in the Project Planning Approval • Provide environmental information and reports required to be made public on Abergeldies' website or used in communications or consultation • Oversee the investigation of all environmental complaints and regulator reporting • Be available to participate in stakeholder and community meetings as required • Assist in resolving complaints associated with environmental of works in accordance with this Strategy • Stop work immediately if an unacceptable impact is likely to occur or to require other reasonable steps to be taken to avoid or minimise any adverse impacts to the environment and community.
Project Engineer	• Support and work cooperatively with the Community Place Manager (Sydney Metro) to provide a coordinated approach to stakeholder and community engagement, that is consistent across the stakeholders and communities affected by the Contractor's Activities and Interface Contractor Activities • Ensure all information relating to construction activities, including changes to program are advised to the Community Place Manager (Sydney Metro) as they arise and consider the necessary timeframes to deliver communication and engagement advice in the implementation of the project. • Attend meetings with the community or other stakeholders as required • Support the Community Place Manager (Sydney Metro) to provide resolutions to stakeholder complaints

In line with Sydney Metro's expectations, the Community Place Manager will establish genuine relationships with stakeholders and the community. This is underpinned by the belief that effective communication is a crucial element in the successful delivery of all projects.

Stakeholder and community approach and objectives for the Sydney International Speedway construction include:

- Identifying stakeholders and community members potentially affected by the works
- Establishing strong relationships with stakeholders, the motor sport community and nearby residents to facilitate two-way communication
- Providing information about construction progress, scope and timing of works and the mitigation measures undertaken to reduce these impacts of construction activities
- Coordinating communications to minimise cumulative impacts from nearby projects
- Maintaining and protecting the reputation of Sydney Metro with the community as a project that provides clear information and delivers work as advised.

2.4 PROJECT CONTEXT AND CONSTRUCTION ACTIVITIES

The current speedway site, located on Government-owned land at Clyde, is required to house a future stabling and maintenance facility for the Sydney Metro West project, a State significant project for New South Wales. Sydney Metro West will connect Greater Parramatta and the Sydney CBD with a travel time target of around 20 minutes and double rail capacity between the two areas.

To ensure continuity of speedway racing in Sydney, NSW Government committed to constructing the new Sydney International Speedway prior to racing season in 2021. Sydney Metro is delivering the new Sydney International Speedway which will provide the community and racing supporters with a unique sporting facility that would cater for local, regional, national, and international racing events while continuing to support the growth of speedway racing in NSW.

The speedway, built at the Western Sydney Parklands' Precinct 5: Eastern Creek Motorsports, would be an exciting addition to the existing motorsport precinct, creating a true motorplex for the New South Wales and Australian motorsport racing community.

The new Sydney International Speedway is located on land owned and managed by Western Sydney Parklands Trust and currently leased to Sydney Dragway. Sydney Metro (as the proponent) will build the project on behalf of and pursuant to arrangements with Western Sydney Parklands Trust.

Sydney Metro has been working with the projects closest neighbour – Sydney Dragway – as well as industry bodies, State and local government, business groups and the wider motorsport community to design and plan for the speedway.

Early engagement has helped to shape elements of the project including:

- Retaining the full earth mound between the dragway and proposed speedway, as a natural dust barrier
- Additional dust mitigation measures, including a dust barrier and real-time dust monitoring during speedway operation
- The addition of a southern exit from the precinct to assist in managing construction and traffic during events
- Locating dragway and speedway parking for ease of access for both motorsport codes.

Early engagement has also shaped agreements around the flexible use of parking between the dragway and speedway to accommodate major events.

Sydney Metro and Abergeldie will continue to work closely with Sydney Dragway and key stakeholders during early works and major construction.

Construction of the project is expected to take around 13 months to complete. Operation of the new Sydney International Speedway is anticipated to commence in September 2021 with some finishing woks occurring concurrently with the commencement of operations.

Construction works will commence after the enabling works, before the end of 2020.

Construction hours will be Monday to Friday 7am – 6pm, Saturday 8am – 1pm. Out of hours work may be required and is subject to planning approval and will require additional notification to the community and affected stakeholders.

The Speedway will be delivered in 5 stages. See Table 3 for description of work phases.

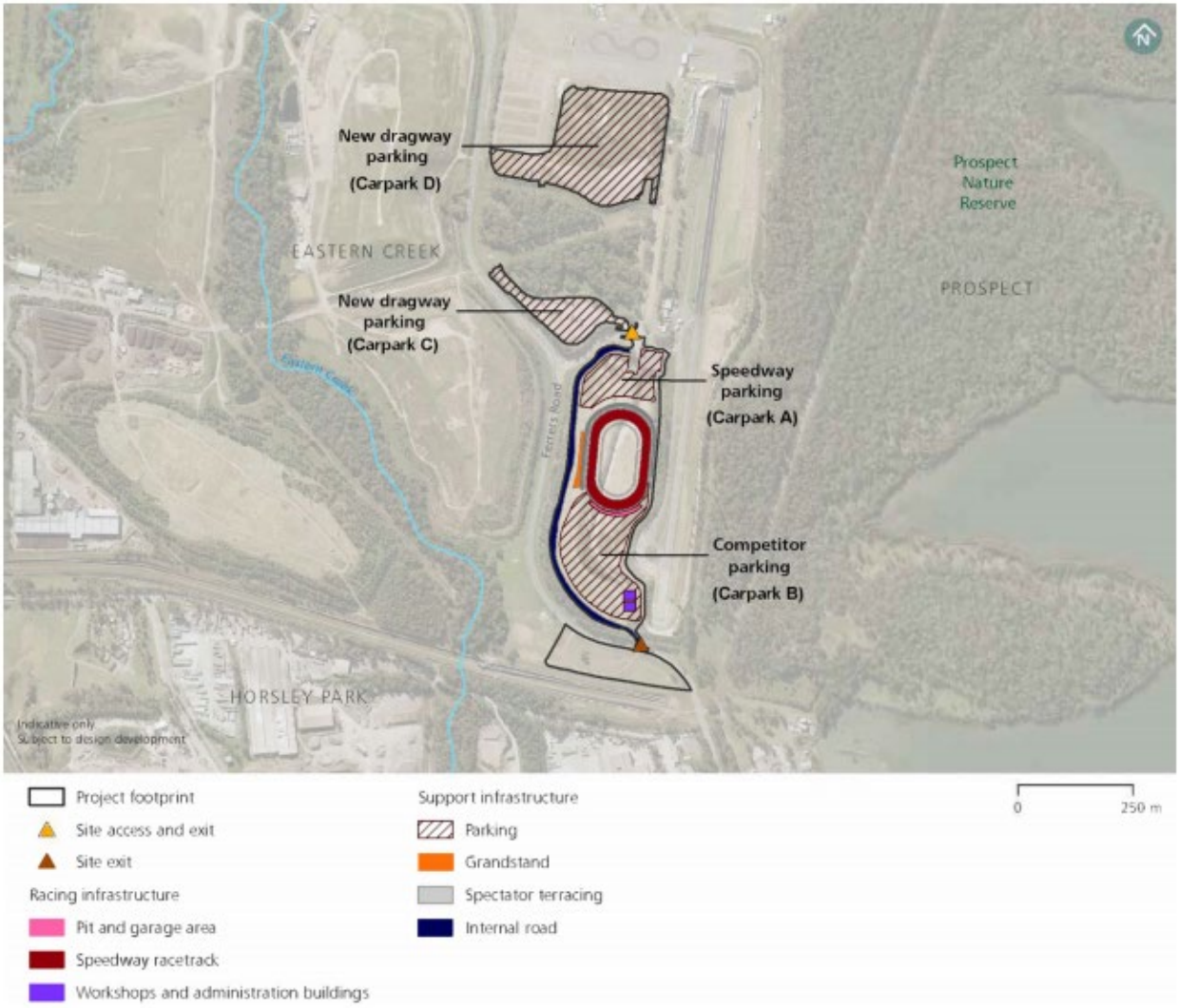


Figure 2- Speedway Civil Works Site Map

Table 2 - Construction stages - Sydney International Speedway

Stage	Description of works	Key potential issues	Timeframe
Early works	• Construction of temporary car park including site establishment and temporary car park signage • Internal track upgrade to connect the temporary construction office to the temporary car park site • Fencing for southern site access • General tidying up • Construction of a new link road connecting the southern site access to Ferrers Road • Geotechnical works • Services investigation	• Slight increase to construction traffic within the site, as well as internal traffic management and road safety measures. • Minimal traffic impacts outside of the site, with the exception of the construction of the southern link to Ferrers Road. Traffic management will be required on Ferrers Road for these works.	27 Oct 2020 – 15 Dec 2020
Stage 1	• Cut to Fill (Cut from Carpark D1 and place fill in the Speedway / Competitor Area) • Construction of reinforced soil walls and terralink walls • Completion of Carpark D1 and handing over to Dragway for immediate use • Commencement of Carpark D2 • Commence Carpark C • Electrical works	• Construction noise impacts will be minimal during the day as there will be no exceedance of NMLs. • OOH noise impacts would be minimal as works will be generally compliant with NMLs. Activities such as wood chipping would take place during the day time to further minimise impact. • Increase in dust as earthworks commence and continue. Works to cease if dust reaches a level that impacts the drag strip in the lead-up to an event (real time dust monitoring is underway). Base line levels for dust will be established prior to commencement of earthworks. • Impact on the road network would be minor. This includes movement of trucks to and from the site, as well as movement of spoil between project areas (using Ferrers Road to get to the southern area). • Impacts on Sydney Dragway parking have been mitigated with the provision of temporary car parking (2400 parking spaces).	15 Dec 2020 – 14 Apr 2021

Stage 2	• Carpark B (competitor) & Speedway Stormwater and Utilities conduits and pits • Carpark D2 Earthworks/Stormwater/AC • Carpark A Earthworks/Stormwater/Utilities/AC • Completion of Carpark D1 and handing over to Dragway for immediate use – **30 April** • Utilities i.e. wastewater, water, power, comms and fire • Installation of Sewer Pump Stations • Stormwater Drainage • Stormwater OSD Tanks • Completion of Bulk Earthworks in Carpark A	• OOH noise impacts would be minimal as works will be generally compliant with NMLs. Activities such as wood chipping would take place during the day time to further minimise impact. • Increase in dust as earthworks continue. Works to cease if dust reaches a level that impacts the drag strip in the lead-up to an event (real time dust monitoring is underway). • Impact on the road network would be minor. This includes movement of trucks to and from the site, as well as movement of spoil between project areas (using Ferrers Road to get to the southern area). • Impacts on Sydney Dragway parking have been mitigated with the provision of temporary car parking (2400 parking spaces). Note milestone 1 (30 April) based on event schedule.	23 Feb – 11 June 2021
Stage 3	• Cast in-situ concrete pavements • Building foundations • Retaining walls • Terraced seating • Grandstand including structural steel, modular buildings and grandstand • Speedway track including in-situ retaining walls, terraced grassed seating, debris fencing and pedestrian fencing	• OOH noise impacts would be minimal as works will be generally compliant with NMLs. Activities such as wood chipping would take place during the day time to further minimise impact. • Ongoing dust management. Works to cease if dust reaches a level that impacts the drag strip in the lead-up to an event. • Impact on the road network would be minor. • Impacts on Sydney Dragway parking have been mitigated with the provision of temporary car parking (2400 parking spaces).	5 Feb – 26 Aug 2021

Stage 4	• Final fit-out • Carpark A & B finishing works • Asphalting works • Permanent line marking • Permanent signage • Landscaping • Commissioning of services i.e. sewer pump station, main switch boards and distribution boards, ventilation, communication, security, PA, etc.	• OOH noise impacts would be minimal as works will be generally compliant with NMLs. • Ongoing dust management. Works to cease if dust reaches a level that impacts the drag strip in the lead-up to an event. • Impact on the road network would be minor. • Impacts on Sydney Dragway parking have been mitigated with the provision of temporary car parking (2400 parking spaces).	26 May – 3 Sept 2021
Milestones 2 & 3	• Finalise Landscaping • Minor finishing works • Defects • Finalise QA and O&M Manuals	• OOH noise impacts would be minimal as works will be generally compliant with NMLs. • Ongoing dust management. Works to cease if dust reaches a level that impacts the drag strip in the lead-up to an event. • Impact on the road network would be minor. • Impacts on Sydney Dragway parking have been mitigated with the provision of temporary car parking (2400 parking spaces). • Impact on operator are to be confirmed. Delivery team to work with operator to ensure finishing works are completed with no impact to operations.	3 September 2021 (Milestone 2) 17 December 2021 (Milestone 3)

2.5 KEY ISSUES AND MINIMISING IMPACTS

Construction of the new Sydney International Speedway is a part of government commitment to continue speedway racing in Sydney. The project is a joint initiative between three government departments, Sydney Metro, Office of Sport and Western Sydney Parklands Trust. The successful delivery of the project will rely on highly effective communication, strong relationships with key government departments, ongoing support of peak racing bodies as well as directly impacted local motorsport groups such as Sydney Dragway.

While construction activities are constrained within Precinct 5, they will need to be undertaken with particular care in relation to any impacts on Sydney Dragway operations. Agreements have been developed in relation to dust mitigation during construction which will need to be adhered to in order to ensure Sydney Dragway can continue to operate efficiently.

Abergeldie will work across multiple disciplines and incorporate lessons learned from previous projects to avoid and minimise impacts of construction work to the community and local businesses and motorsport operators and adhere to the conditions of approval for work.

Key issues are summarised in Table 2. Mitigation strategies have been proposed in the Sydney International Speedway Environmental Impact Statement. In addition, negotiations have occurred between key parties in order to ensure mitigation measures will be put in place.

Table 3 - Key stakehlder and community issues - Sydney Internaitonal Speedway

Key Issue	Description	Mitigation measures
Dust	Dust impact on Dragway operations and air quality.	Dust monitoring to be in place throughout construction as per agreement between Sydney Metro and Western Sydney Parklands Trust. Regular coordination meetings/updates with Sydney Dragway to ensure any issues in relation to dust are addressed immediately. Where there is an impact in relation to dust on Sydney Dragway during construction, work will cease until the issue is rectified.
Construction during events	Minimising impact to Dragway events and operations	As part of the Construction License to be agreed with Western Sydney Parklands Trust and Sydney Dragway, a series of measures will be put in place. Overflow parking will be managed (during dragway events) while construction is underway as per agreements. The Sydney Metro team and Contractor have commenced discussions about key dates and works coordination to minimise impact on Sydney Dragway. Regular liaison with Sydney Dragway and notification to surrounding businesses.

Key Issue	Description	Mitigation measures
Noise (residential receivers)	In this instance, residential receivers are over 1km from the Speedway construction site	Notifications will be distributed to a wider area (considering the nature of the site). The nearest residential receiver is over one kilometre away from the construction site. Management of construction noise and vibration would be in accordance with the Sydney Metro Construction Noise and Vibration Standard. The Project site is well separated from surrounding receivers, no exceedances of the noise management levels are predicted at any receiver during daytime construction.
Potential out of hours works	There may be a requirement for regular night works at the Speedway site.	For potential night works (pending approval), appropriate positioning or shielding of certain construction equipment and restricting the use of certain equipment during night time will minimise impact. If out of hours works are required, noise will be carefully managed in line with the conditions of approval. Special notification will be issued for out of hours. Work will not take place if there is impact to Dragway or other motor sport events.
Traffic impacts to Ferrers Road	Impact of construction traffic and haulage on the motor sport precinct and surrounding stakeholders.	Notification and signage if required. Potential temporary transport and traffic impacts are expected to be minor and will be managed in line with approved CTMP.
Parking during construction	Coordination and provision of parking during construction is key to minimising impact on the Dragway.	Temporary offset parking for Sydney Dragway to be established prior to commencement of construction. This would include a total of 2400 dedicated parking spaces for Sydney Dragway. Regular liaison with Sydney Dragway regarding upcoming events that may require offset parking.
Biodiversity	The project site is located within a highly modified landscape, and vegetation present consists mostly of poor condition young regrowth, isolated and (likely planted) trees and vegetation	No threatened fauna species are likely to be significantly impacted by the project. One threatened fauna species, the Southern Myotis (listed as vulnerable under the Biodiversity Conservation Act 2016) has the potential to occur based on the presence of suitable foraging habitat. Other threatened species are expected to occur in nearby bushland. These areas would not be impacted by the project.

2.6 COMMUNICATION APPROACH

Abergeldie will continue the positive relationships created by Sydney Metro and build on collaboration between various government and key stakeholders to date to ensure Sydney International Speedway is delivered with minimal impacts to the local community and in a manner where all stakeholders feel involved an informed along the way.

Our communication will be guided by a no surprises, up-front and transparent approach describing our work and the likely impacts.

At every stage our stakeholders will be:

- Informed prior to the commencement of works and their likely impacts
- Able to seek out more information
- Have concerns dealt with promptly and professionally.

2.6.1 COMULATIVE IMPACTS

As the project is constrained to Eastern Creek Motorsport Precinct 5 and no other projects are currently in construction close to the site, no cumulative impacts are expected. However to ensure a coordinated approach to all communications about the project, extensive collaboration will be undertaken with Sydney Metro West and key stakeholders to find opportunities to minimise impacts.

This will be managed through regular Project Working Group meetings with representatives from Sydney Metro West, WSPT, OOS, Sydney Dragway and Speedway Australia hosted by Sydney Metro.

2.6.2 COMPLAINTS MANAGEMENT

Enquiries and complaints management handling will be dealt with in a manner consistent with Sydney Metro's values and objectives and managed in accordance with Sydney Metro's Construction Complaints Management System (CCMS). These will generally be received by:

- Sydney Metro West Community Information Line 1800 612 173 or
- Email to sydneymetrowest@transport.nsw.gov.au

Complaints may include any interaction with a stakeholder who expresses a general dissatisfaction with the project, policies, contractor's services, staff member's actions or proposed actions during the period.

The 24-hour telephone number and email address are maintained by Sydney Metro who will notify the construction contractor of all contact specific to the Project for investigation and response in accordance with required response timeframes. The phone number and email are included on all written project communications.

All calls to 1800 612 173 are answered and responded to 24 hours a day, seven days a week. A call centre reception service managed by Sydney Metro records contact details and information about the nature and location of the complaint. The complainant is advised that an on-call officer will contact them shortly to address the issue.

The Community Place Manager (Sydney Metro) will be on a 24/7 on-call roster to respond to enquiries and complaints. The Community Place Manager will manage the ongoing communication with the complainant until they are satisfied with the actions taken to

resolve the complaint. PDCT must allocate sufficient resources to support the Place Manager to resolve the complaint. This will include but may not be limited to investigating complaints, providing timely information to the Place Manager in line with CCMS timeframes, attendance at meetings with Place Manager and complainant if required.

The Community Place Manager will be available to receive calls, answer any questions, concerns, complaints or enquiries in the relation to the construction activities in a responsive and consistent manner within the required timelines to ensure feedback is considered and addressed in a timely and productive way. PDCT will ensure information is provided to the Place Manager in a timely fashion to enable resolution of complaint within specified timeframes.

The Community Place Manager will manage the ongoing communication with the complainant until they are satisfied with the actions taken to resolve the complaint.

In the event that a complainant remains unsatisfied, the complaint will be escalated to the Senior Communications Manager from Sydney Metro. Complaints that cannot be resolved by PDCT will be further escalated in accordance with Construction Complaints Management System.

The Community Place Manager will also respond to enquiries and complaints received through letters mailed to the project team, during information sessions/doorknocks or through construction/site staff.

Any enquiry or contact received from the media or elected government representative will be notified to Sydney Metro within 2 hours.

The contact response times will be met in line with the Sydney Metro Construction Complaints Management System. Times are listed below.

Table 4 - Contact response times as per CCMS

Category	Response timeframe
Enquiries – telephone, in person or via social media	At least a verbal response within 2 hours unless agreed otherwise with enquirer
Enquiries – written (letter or email)	Written response within 24 hours
Complaints – telephone, in person or via social media	Commence investigation upon receipt; Verbal response within 2 hours of receipt of the complaint unless agreed otherwise with the complainant
Complaints – emails, letters, faxes	Verbal response within 2 business hours of receipt where a phone number is provided or available in CM, or a written response within 2 business hours or receipt where a phone number is not available.
Request for information	Provide a response for requests for information from the Principal's Representative, or any other relevant project specialist about complaints within 2 business hours

Category	Response timeframe
Record keeping – enquiries and complaints	Record details of enquiries and complaints within; 48 hours of receipt of an enquiry and 24 hours for a complaint. Complaints must be recorded as open or closed accordingly.
Incidents	Information provided to Sydney Metro Senior Communications Manager and/or Project Director within 10 minutes.

2.7 STAKEHOLDERS

Effective relationships and consistent, accountable communication practices are crucial to the successful delivery of the Sydney International Speedway. Sydney Metro is committed to providing proactive and positive interactions with all our stakeholders during the delivery of our projects. Our key stakeholders include:

- State government agencies
- Local government
- Speedway Australia
- Sydney Dragway and Sydney Motorsport Park (operated by the Australian Racing Drivers Club)
- Existing users of the wider Western Sydney Parklands' precincts and adjoining lands
- Public utilities and business groups near the project site
- Racing industry bodies

Detailed list of stakeholders and key issues is shown in Table 5.

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Table 5 - Stakeholder identification and issues mapping

Sector	Stakeholder	Issues/Interest	Communication strategy and tools
Land owner	Western Sydney Parklands Trust	General construction impacts including noise and vibration, dust, construction traffic	Briefings with Sydney Metro Meetings regarding specific issues as required Provision of project communications including notifications, newsletters, social media. Precinct Working Committee.

Sector	Stakeholder	Issues/Interest	Communication strategy and tools
Neighbouring motor sport operators and motor sport bodies	Sydney Dragway Sydney Motorsport Park (operated by the Australian Racing Drivers' Club) Eastern Creek Karts (EC Karts) Motorcycle NSW Speedway Australia Confederation of Australian Motor Sport (CAMS) (now Motorsport Australia) North Shore Sporting Car Club (NSSCC)	Construction impacts to events in the precinct. Input on design and construction of the venue.	Precinct Working Committee and regular Communications Coordination Group (for Dragway). Regular stakeholder updates Newsletters Place Manager and Senior Manager phone calls Motor sport precinct workshops/Masterplanning (led by WSPT and OOS)
State Government	NSW Office of Sport Western Sydney Parklands Trust	Impacts on residents and businesses during construction Disruption to local roads Cumulative impacts with other projects	Briefings with Sydney Metro Meetings regarding specific issues as required Notifications and other project communication material Project Working Group meetings
Local Government	Blacktown City Council	Impacts on residents and businesses during construction Disruption to Ferrers Road Cumulative impacts with Horsley Park Brickworks Plant 2 Upgrade	Briefings with Sydney Metro Meetings regarding specific issues as required Notifications and other project communication material
Government	Transport Coordination Office	Changes to traffic conditions/volumes	Meetings regarding specific issues as required
	Emergency services – Police – Ambulance – NSW Fire and Rescue State Emergency Services	Changes to access	Notifications of upcoming work and changes to local access

Sector	Stakeholder	Issues/Interest	Communication strategy and tools
Neighbouring projects	Horsley Park Brickworks Plant 2 Upgrade	Minimising cumulative impacts Coordination of activities impacting traffic on Ferrers Road.	Regular meetings exchange of information Regular stakeholder meetings
Utility providers	Sydney Water Water NSW Power utilities Telecommunication providers		Notifications of commencement of work

2.8 COMMUNITY

Community stakeholders (residential) are located within 1km and 2km of the proposed site, covering Eastern Creek and Horsley Park. While residential stakeholders are located some distance from the site as outlined in Figure 3, they may be impacted by noise during construction and operation and will need to be considered in key activities.

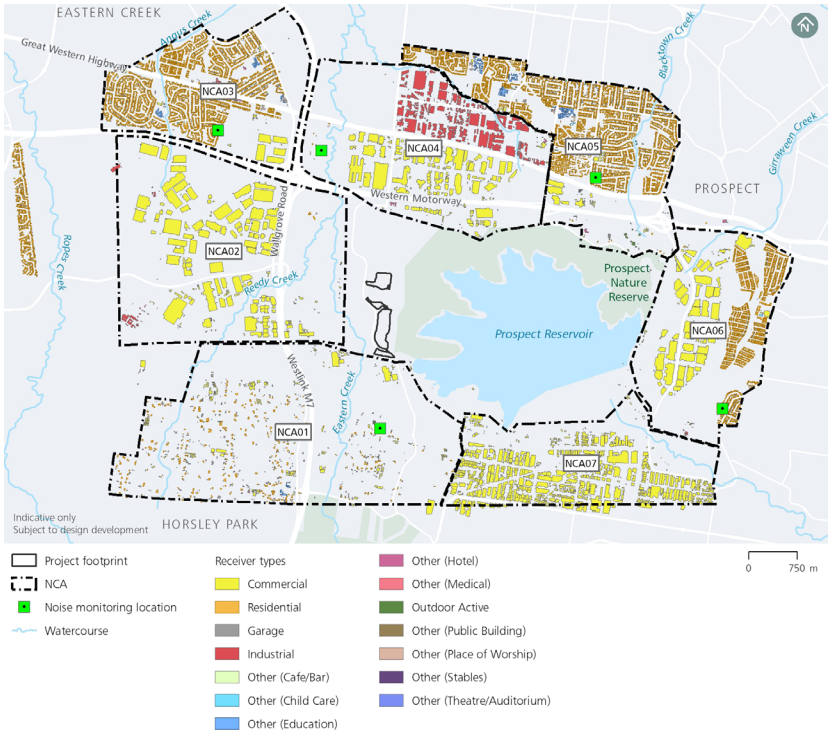


Figure 3 - Community stakeholder and noise sensitive receivers

Demographic	Horsley Park	Eastern Creek

Spread of the population across the age spectrum	Median age 42	Median age 34
Languages other than English spoken and relevant percentages	In Horsley Park (State Suburbs), 53.4% of people only spoke English at home. Other languages spoken at home included Italian 12.3%, Maltese 9.0%, Assyrian Neo-Aramaic 3.9%, Croatian 2.1% and Khmer 1.9%.	In Eastern Creek (State Suburbs), 64.3% of people only spoke English at home. Other languages spoken at home included Arabic 6.2%, Tagalog 4.6%, Hindi 3.3%, Filipino 2.2% and Vietnamese 1.7%.
Modes of transport used to commute	In Horsley Park (State Suburbs), on the day of the Census, the most common methods of travel to work for employed people were: Car, as driver 64.6%, Worked at home 8.8% and Truck 6.6%. Other common responses were Walked only 3.4% and Car, as passenger 3.2%. On the day, 4.8% of employed people used public transport (train, bus, ferry, tram/light rail) as at least one of their methods of travel to work and 70.1% used car (either as driver or as passenger).	In Eastern Creek (State Suburbs), on the day of the Census, the most common methods of travel to work for employed people were: Car, as driver 67.1%, Car, as passenger 6.1% and Train 3.3%. Other common responses were Truck 2.5% and Bus 1.9%. On the day, 6.5% of employed people used public transport (train, bus, ferry, tram/light rail) as at least one of their methods of travel to work and 75.6% used car (either as driver or as passenger).

2.8.1 CULTURALLY AND LINGUISTICALLY DIVERS (CALD) AND LANGUAGES OTHER THAN ENGLISH (LOTE) COMMUNITIES

In Horsley Park, 53.4% of residents only speak English at home, 64.3% for Eastern Creek. The main languages otherwise spoken are Italian, Maltese, Arabic, Tagalog and Hindi. All materials distributed would display the symbol for translation services and interpreters or translation services be made available as required.

2.8.2 ABORIGINAL AND TORRES STRAIT ISLAND (ATSI) COMMUNITIES

In Horsley Park, 1.1% of the population identified in the 2016 census as Aboriginal or Torres Strait Islander, 2.4% in Eastern Creek

2.8.3 COMMUNITY ISSUES

Noise exceedances during night time construction work are expected at some residences and therefore at property treatment would be considered if appropriate and implemented as early as possible during construction, which will reduce operational noise but also assist in reducing night time construction noise.

Sector	Stakeholder	Issues/Interest	Communication strategy and tools
Community – neighbours up to 2km	Multiple	General construction impacts	Meetings/doorknocks, regular updates, notifications and newsletters

Sector	Stakeholder	Issues/Interest	Communication strategy and tools
		Noise and out of hours work	Verbal, electronic and social media updates Letter sent to eligible properties advising the owners they are eligible for property treatment. Meeting with the resident, noise consultant and Place Manager to assess the property. Letter advising of the outcome of the assessment. Resident meeting to commence installation of at property noise treatments.

2.9 BUSINESSES

No small businesses have been identified within 50 meters of the project site and therefore no small business engagement activities are proposed during construction.

Most businesses near the project are medium to large businesses. Businesses include a mix or commercial and industrial businesses servicing customers across the wider Sydney area, NSW and nationally. These include businesses involving transport, logistics and distribution services, manufacturing, waste management and recycling and motorsports and driver training related businesses. Key areas of local business and industry near the project are shown in Figure 4.

Given the distance between the project and other nearby areas of business and industry, construction of the project is not expected to impact on the amenity of local businesses outside of the Western Sydney Parklands.

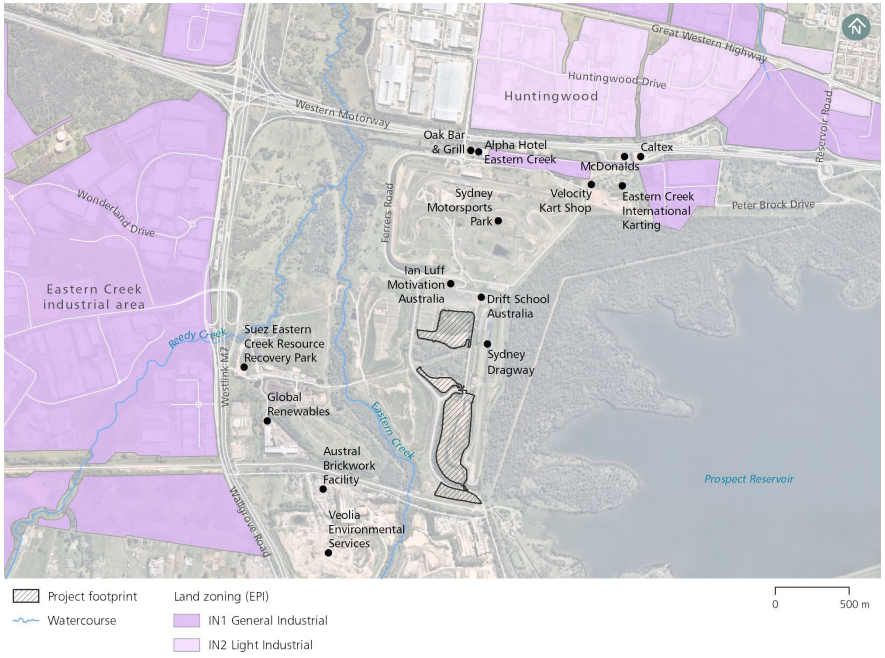


Figure 4 - Key Areas of Local Business and Industry

Sector	Stakeholder	Issues/Interest	Communication strategy and tools
Local business potentially impacted (non-motorsport)			No surprises approach, clear and concise information and provide adequate opportunity for feedback when or if required.
	Austral Bricks	General construction impacts (noise and traffic)	Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates
	SUEZ	General construction impacts (noise and traffic)	Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates
	Global Renewables	General construction impacts (noise and traffic)	Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates
	Atura Hotel	General construction impacts (noise and traffic)	Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates
	Alpha Hotel	General construction impacts (noise and traffic)	Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates
	Sydney Zoo	General - construction updates and biodiversity updates	Meetings/doorknocks, regular updates, notifications and newsletters Verbal and electronic updates

2.10 MITIGATION

A number of documents are available that will provide information to assist in managing issues relating to construction and environmental impacts. These include:

- Construction Environmental Management Plan
- Construction Traffic Management Plan
- Construction Noise and Vibration Standard.

Key issues and proposed mitigation measures are highlighted in the table below.

Table 6 - Issues and mitigation masures

Issue	Communication and mitigation measure
Information about construction	
• Lack of information	• Regular notifications and newsletters • Email updates • One on one meetings as requested • Doorknocks as required • Community contact facilities widely promoted
Noise	
• Effects of sensitive receivers • General noise caused by construction	• Early engagement with neighbouring stakeholders on likely noise and vibration impacts • Implementation of mitigation measures in the Construction noise and vibration Management Plan, OOH approvals and other plans/regulations as required • Noise minimised through use of appropriate plant, tools and techniques and adaptive programming • High impact noise works staged with respite periods as required by any planning approval • Noise attenuation where identified • Expected noise levels from construction including mitigation measures included in notifications.
Dust	
• Dust generated by construction activities • Concern about health impacts of dust • Concern about impact to Dragway	• Dust management in line with agreements to minimise impact on Dragway (mitigations and monitoring) • Updates regarding impacts mitigation measures included in notifications.
Access	
• Traffic changes on Ferrers Road • Access for businesses and motor sport neighbours	• Coordination of works with deliveries and business priorities where possible • Installation of suitable signage to direct traffic, delivery drivers where appropriate • Meetings with relevant businesses and land owners as required.
Construction traffic	
• Heavy vehicle movements on local roads	• As per Construction Traffic Management Plan • Coordinate traffic management with the Sydney Coordination Office • Construction traffic movements minimised at peak times or during Dragway events • Mitigation controls detailed in notifications where required
Cumulative impacts	
• Cumulative impacts from nearby projects	• Coordinate communication through regular meetings
Business impacts	

• Concerns regarding impact of construction on business	• Consultation with affected businesses

2.11 COMMUNICATION TOOLS

The following communication tools will be utilised during construction of the Speedway.

The application of these tools to specific consultation and/or communication activities and opportunities will be determined in consultation with TfNSW.

All public communication material will be consistent with the Sydney Metro Branding Style Guidelines and be approved by TfNSW prior to its release. TfNSW will be given five business days to review and approve all public communication material.

Table 7 - Sydney Metro communication and engagement tools

Tool	Explanation and purpose	Responsibility
Community contact tools		
Community information line 1800 612 173	Operational 24 hours a day and included on all public communication materials Translation services are available for those with English as a second language.	Sydney Metro to maintain. Place Manager to be on call for enquiries and complaints. PDCT to provide a relevant site manager details for construction who will provide information to the Place Manager to resolve the issue.
Community email address	This allows stakeholders and the community to have access to the project teams and is to be used when providing feedback and ask questions. The email address is to be included on all communication materials and the website.	Sydney Metro to maintain. Place Manager to respond to email enquiries and complaints. PDCT to provide a relevant site manager details for construction who will provide information to the Place Manager to resolve any issues or respond to enquiries.
Community post box	All stakeholders can use the postal address: PO Box K659, Haymarket NSW 1240 for all Sydney Metro enquires.	Sydney Metro to maintain. Place Manager to manage enquiries and complaints received via mail. PDCT to provide a relevant site manager details for construction who will provide information to the Place Manager to resolve any issues or respond to enquiries.
Information tools		
Newsletters	Community newsletters will include information on: • construction progress • upcoming construction stages and milestones • environmental management achievements • community involvement achievements • three month look-ahead • Community contact information.	Sydney Metro to provide templates and approval of content prior to distribution. Place Manager to coordinate and prepare content with PDCT in line with Sydney Metro requirements and arrange for printing, distribution and upload to Sydney Metro Website.

Tool	Explanation and purpose	Responsibility
	Newsletters will be distributed to local communities, stakeholders and businesses and made available of the Sydney Metro website.	PDCT to provide required information in accordance with OCCS.
Community update email	Email updates for work used to supplement the information provided in notifications and newsletters. The community, stakeholders and businesses will be offered the opportunity to register to receive construction updates. Distribution lists will be managed on Consultation Manager database	Sydney Metro to provide template and approval of content prior to distribution. Place Manager to coordinate and prepare content with PDCT in line with Sydney Metro requirements. Distribution to be managed by Place Manager. PDCT to provide required information in accordance with OCCS.
Photography and videography	Photos and videos will be used to record the construction process and assist with explaining aspects of Sydney Metro to stakeholders and the community. Images and footage will be used in notifications, newsletters, on the Sydney Metro website, presentations and reports as required.	PDCT to coordinate photography and videography as per contract requirements and provide access to Sydney Metro appointed photographer or videographer as and when required.
Site signage and hoarding banners	Site signage and hoarding banners will identify Sydney Metro and provide project, safety, site contact and community contact information.	Sydney Metro to provide artwork and approval prior to printing and installation. PDCT to arrange printing, installation and maintenance as per contract requirements.
Online tools		
Sydney Metro website	Information will be made available in .pdf web content accessibility format for upload to the Sydney Metro website on the day they are delivered. Information to include: • Public communication materials and • Any other copy or information as requested	Sydney Metro to maintain. PDCT to provide relevant communication materials in line with contract requirements.
Contractor webpage	Contractor will establish and maintain a web site or maintain a page on their existing organisations' web site to publish and maintain up-to-date electronic information relating to the Contractor's activities. Information to include: • Employment or supplier opportunities • Information required to be published to comply with Planning Approval or General Specification and • Web content and documents that comply with the current accessibility requirements for West Content Accessibility endorsed by the Australian Government. A link will be provided to the Sydney Metro website.	PDCT to seek approval for content from Sydney Metro prior to uploading information regarding the project.
Social media	Facebook, Twitter and Instagram may be used to provide updates to stakeholders.	Sydney Metro to maintain social media accounts.

Tool	Explanation and purpose	Responsibility
	Information to be provided for social media platforms Stakeholders should be offered the opportunity to join social media feeds via public materials produced for Sydney Metro.	Sydney Metro to approve any social media content. PDCT provide content as per contract requirements. PDCT will supply relevant information and identify opportunities for promotion on social media.
Virtual information room	Speedway Virtual information room would be used to upload progress photos, time-lapse images and quarterly project updates.	Sydney Metro to maintain. Place Manager to prepare information. PDCT to supply information, images and time-lapse for uploading into the Virtual information room.
Face-to-face and interactive tools		
Door knock meetings	Individual door knock meetings will be used as required to discuss potential impacts of Sydney Metro with highly impacted stakeholders, especially residents, businesses directly neighbouring construction sites.	Door knocks to be conducted in pairs led by Place Manager and supported by the nominated PDCT representative. PDCT to provide adequately qualified staff if required for technical information and depending on the nature of door knock.
Meetings with individuals or groups	Stakeholder meetings will be used as required to discuss Sydney Metro activities including work in progress and upcoming work or any issues in connection with the activities.	Meetings to be organised as required. PDCT to provide appropriately qualified staff to attend meetings with Place Manager.
Site visits	Site visits will be used where appropriate to inform select stakeholders about the progress of Sydney Metro and any key milestones or activities taking place.	PDCT to provide access as per contract requirements. Place Manager to be on sire support for site visits as required.
Notifications		
Emergency works* – notification (within two hours)	Written and verbal notification to properties immediately adjacent to or impacted by emergency works within two hours of commencing such works. Use of email and phone call is acceptable for providing notification. In cases where contact details are not available, a doorknock and written notification will be left to the occupier. **Work required to repair damaged utilities and/or make an area safe after an incident outside standard construction hours.*	PDCT to provide all relevant information to the Place Manager. Place Manager will call affected stakeholders, prepare content for written notifications seeking Sydney Metro approval prior to distribution.
Community Signage – 7 days prior	Signage that identifies changes to traffic and access arrangements at least 7 days prior to commencement of activity. This includes: • Making changes to pedestrian routes • Impacting cycle ways • Changing traffic conditions.	PDCT to provide appropriate signage in line with approved plans relevant to current working conditions

Tool	Explanation and purpose	Responsibility
	Signage could include A-frames, mobile Variable Message Sign (VMS), hoarding or similar and be placed at either end of the corridor of work.	
Traffic alert email – 7 days prior	Communication to transport operators and emergency services to advise of traffic changes caused by construction activities. Email to be sent at least 7 days prior to any works commencing. Recipients should include: • Emergency services • Transport operators such as bus, coach and taxi operators.	PDCT/Traffic/Project Engineer to prepare content and distribution. Place Manager to seek approval from Sydney Metro.
Utility notification – 7 days	A notification will be sent to relevant utility service authorities at least 7 days before utility service work, to provide detailed information for their relevant call centre messaging.	PDCT to provide all relevant information to the Place Manager. Place Manager will prepare content for written notification seeking Sydney Metro approval prior to distribution and will arrange printing and distribution
Notification letter – 7 day	Notification letters will be provided at least seven days prior to the start of any activity likely to impact the community and stakeholders. The notification will be delivered to an area of 1km around the construction site for day works and 2km around the site for night works. Wherever possible works notifications should be combined for the month to include all proposed site activities. Following up communication should be implemented for night works including the use of email, door knock or MetroConnect App reminders. Notifications are required for: • start of construction • significant milestones • changes to scope of work • night works • changes to traffic conditions • modifications to pedestrian routes, cycle ways and bus stops • out of hours work • changes to residential or business access • changes or disruptions to utility services and • investigation activities. Notifications will be issued on Sydney Metro letterhead and include the following: • scope of work • location of work • hours of work • duration of activity • type of equipment to be used	Place Manager to prepare notifications in line with OCCS. PDCT to provide information within specified timeframes as per OCCS.

Tool	Explanation and purpose	Responsibility
	• likely impacts including noise, vibration, traffic, access and dust • mitigation measures and • contact information.	
Advertisements – 7 day	Advertise when required to comply with Law and all Approvals and for significant traffic management changes, detours and disruptions. Advertising must be available 7 days prior to associated work/changes to local conditions.	Sydney Metro to provide templates and manage bookings. PDCT to provide content.
Notification email	Email notifications via Consultation Manager distribution lists are utilised once on the ground notification distribution has been completed.	Sydney Metro to maintain CM. Place Manager to distribute appropriate email distribution list in accordance with contract requirements.
MetroConnect App	Information to be provided for a native digital application may be utilised to provide brief construction information updates to the community. Stakeholders will be offered the opportunity to sign up for 'App' updates. MetroConnect is expected to be available from late 2020.	Sydney Metro to manage App. PDCT to use as relevant.
Other requirements		
Site inductions	Site inductions will include communication and engagement requirements to ensure all members of the Sydney Metro and contractor teams are aware and respectful of our residential and business neighbours.	PDCT to prepare content for site inductions. Place Manager to monitor content, provide updates and seek Sydney Metro approval.
Stakeholder database	Consultation Manager is a web-based program used for the collection and recording of details regarding stakeholder and community contact and correspondence.	Sydney Metro to maintain. PDCT to provide details of interactions as per contract requirements.
Project working group	The role of the Project Working Group is to: • To oversee integration of Sydney International Speedway into Eastern Creek Motorsport Precinct 5 • Provide an update on current and upcoming milestones, construction program and stakeholder and community issues	Sydney Metro to coordinate. Place Manager to attend meetings.
Speedway Project Control Group (Communications Coordination Group)	The role of the Speedway Project Control Group is to: • To coordinate with key stakeholders and keep abreast of day to day issues • Provide an update on current and upcoming milestones, construction program and stakeholder and community issues • Provide a forum to exchange information and coordinate communication and consultation activities to ensure a consistent approach to stakeholders, the community and others is delivered • Information to be provided includes;	Sydney Metro to coordinate. PDCT to attend and provide updated and information as per contract requirements.

Tool	Explanation and purpose	Responsibility
	– the 2 and 4 week look ahead for communications planning – a calendar including a forward plan of: – upcoming work and planned engagement and promotion activities – stakeholder and community meetings – notifications and newsletters – an update on any current or emerging issues – an update on any neighbouring construction projects where cumulative impacts need to be communicated and managed.	

2.12 PROCEDURES

All Sydney Metro procedures and approach to stakeholder engagement will be followed to ensure stakeholders are dealt with in a consistent manner and to a high standard.

All materials will be submitted to Sydney Metro for approval before being published or issued in time to meet notification requirements contained in the Conditions of Approval and as per OCCS and CCMS.

Procedures available include but are not limited to:

- Sydney Metro Crisis and incident communication procedure
- Alternative accommodation and respite offer implementation
- Community notifications and newsletters
- Complaint handling and reporting
- Door knocking
- 24-hour call handling
- WhatsApp incident reporting.

2.13 EVALUATION AND MONITORING

Throughout the Speedway construction, a monitoring program will be undertaken to assess the effectiveness of strategies to inform and minimise impacts of construction on Sydney Dragway and other operators in the Precinct as well as any local businesses in the vicinity of the project site. Abergeldie will provide detailed information to Sydney Metro each month on performance criteria outlined in this plan including:

- Enquiry and complaint trends
- The status of complaints and details of any escalation required
- Communication tools used to engage with stakeholders and community.

Lessons learnt will be captured using reviews and regular feedback from stakeholders and used to improve the approach to stakeholder management.

Results from the monitoring program will be provided to Sydney Metro on a six monthly basis and will include:

• summary of monitoring data and lessons learnt included in monthly progress report submitted to Sydney Metro

• compilation of monitoring data for six-month period, along with lessons learnt to be submitted to Sydney Metro

Due to the 13-month construction period of the Speedway, it is expected that this strategy be reviewed on a 6 monthly basis. Key elements of the evaluation will include examining the adequacy of the CCS and its implementation in achieving the intent of the consultation as evidenced by the items in table 9.

Table 8 - Six monthly CCS audit requirements

Performance parameters	Measures	Reporting
Identifying all potential local community, businesses and stakeholders that may be impacted by or have an interest in the project (based on the stakeholder categories provided in this plan)	Inclusion in the CCS of: A thorough stakeholder scan of local community, businesses and stakeholders including maps.	• Accurate and up-to-date listings of local businesses noting changes of leases and ownership at least every six months.
Appropriateness of communication and engagement tools	Inclusion in the CCS of: A communication tool matrix and/or table detailing communication tools to be used for which stakeholders and why.	Communication matrix and/or table to be updated at least every six months to adjust approach to community needs and lessons learned.
Identifying appropriate mitigation measures to address issues	Inclusion in the CCS of: Mitigation measures that would be used in response to identified issues A detailed complaint investigation process to ensure mitigation measures are considered before escalating to the next level (as per the CCMS).	Appropriateness of mitigation measures to accommodate community needs and lessons learned to be reviewed at least every six months and the CCS to be updated accordingly.

2.14 REPORTING

Document	Frequency	Contents
Consultation Manager	Daily	All enquiries and complaints recorded in Consultation Manager within 24 hours
Complaints Report	Daily	Details of complaints received, including response times and details of actions reported to relevant authorities.
Monthly Project Report	Monthly	Report to address: Performance against requirements Stakeholder and community emerging issues Media/government enquiries and events Stakeholder and community complaints Crisis Communications Meetings and presentations Details of notifications and other public communication material

APPENDICES

SITE ESTABLISHMENT IMPLEMENTATION PLAN

Timing	Project Activity	Communication/mitigation action	Stakeholder category	Resources	Implementation
27 Oct 2020 – 15 Dec 2020	Early works: • Construction of temporary car park including site establishment and temporary car park signage • Internal track upgrade to connect the temporary construction office to the temporary car park site • Fencing for southern site access • General tidying up • Construction of a new link road connecting the southern site access to Ferrers Road • Geotechnical works • Services investigation	Signage and hoardings	TfNSW	Project Manager/Community Place Manager (Sydney Metro)	Discussions prior to hoardings being installed
		Initial notification: site establishment and early works	Directly affected operators at the Eastern Creek motorsport precinct Properties within 100m of the site Note: there are no residents.	Community Place Manager (Sydney Metro)	7 days prior to site mobilisation
		Briefing to be included in Precinct Working Committee (PWC) meeting	PWC attendees: Office of Sport, WSPT, Sydney Dragway, Speedway Australia	Sydney Metro Project team Senior Manager, Communications Community Place Manager (Sydney Metro)	PWC scheduled for 21 October
		Briefings offered to key stakeholders	Blacktown City Council	Stakeholder interface manager (Sydney Metro) Senior Manager, Communications	As required

Timing	Project Activity	Communication/mitigation action	Stakeholder category	Resources	Implementation
15 Dec 2020 – 14 Apr 2021	**Stage 1** • Cut to Fill (Cut from Carpark D1 and place fill in the Speedway / Competitor Area) • Construction of reinforced soil walls and terralink walls • Completion of Carpark D1 and handing over to Dragway for immediate use • Commencement of Carpark D2 • Commence Carpark C • Electrical works	Works notification: remaining early works and stage one works (pending planning approval)	Directly affected operators at the Eastern Creek motorsport precinct Neighbouring properties within 100m of the site	Community Place Manager (Sydney Metro)	Monthly or as required
		Out of hours notification (if required)Doorknock for out of hours work (if required)	Notification: to impacted stakeholders (businesses and residents)Doorknock: directly affected residents and businesses	Community Place Manager (Sydney Metro)	7 days prior to OOH work
		Precinct Working Committee meetings Stakeholder meetings	PWC attendees: Office of Sport, WSPT, Sydney Dragway, Speedway Australia Neighbouring projects (PWC for facilitation and coordination of cumulative impacts)	Sydney Metro Project team Senior Manager, Communications Community Place Manager (Sydney Metro) Strategic Partnerships Manager	Ongoing
		Notification for emergency services and traffic coordinators	Government including: Traffic Coordination Office; Police; Ambulance; Fire; Transport Providers	Project Manager Community Place Manager (Sydney Metro)	Monthly 7 days prior for OOH
23 Feb – 11 June 2021	**Stage 2** • Carpark B (competitor) &	Works notification	Directly affected operators at the Eastern Creek motorsport precinct Properties within 100m	Community Place Manager (Sydney Metro)	Monthly or as required

Timing	Project Activity	Communication/mitigation action	Stakeholder category	Resources	Implementation
	Speedway Stormwater + Utilities conduits and pits • Carpark D2 Earthworks/Stormwater/AC • Carpark A Earthworks/Stormwater/Utilities/AC • Completion of Carpark D1 and handing over to Dragway for immediate use – **30 April** • Utilities i.e. wastewater, water, power, comms and fire • Installation of Sewer Pump Stations • Stormwater Drainage • Stormwater OSD Tanks • Completion of Bulk Earthworks in Carpark A	Out of hours notification (if required) Doorknock for out of hours work (if required)	Notification: to impacted stakeholders Doorknock: directly affected residents and businesses	Community Place Manager (Sydney Metro)	7 days prior to OOH work
		Precinct Working Committee meetings Stakeholder meetings	PWC attendees: Office of Sport, WSPT, Sydney Dragway, Speedway Australia Neighbouring projects (PWC for facilitation and coordination of cumulative impacts)	Sydney Metro Project team Senior Manager, Communications Community Place Manager (Sydney Metro) Strategic Partnerships Manager	Ongoing
		Notification for emergency services and traffic coordinators	Government including: Traffic Coordination Office; Police; Ambulance; Fire; Transport Providers	Project Manager Community Place Manager (Sydney Metro)	Monthly 7 days prior for OOH
5 Feb – 26 Aug 2021	**Stage 3** • Cast in-situ concrete pavements • Building foundations	Works notification	Directly affected operators at the Eastern Creek motorsport precinct Properties within 100m of the site	Community Place Manager (Sydney Metro)	Monthly as required

Timing	Project Activity	Communication/mitigation action	Stakeholder category	Resources	Implementation
	• Retaining walls • Terraced seating • Speedway track including in-situ retaining walls, terraced grassed seating, debris fencing and pedestrian fencing • Grandstand including structural steel, modular buildings and grandstand	Out of hours notification (if required) Doorknock for out of hours work (if required)	Notification: to impacted stakeholders Doorknock: directly affected residents and businesses	Community Place Manager (Sydney Metro)	7 days prior to OOH work
		Precinct Working Committee meetings	PWC attendees: Office of Sport, WSPT, Sydney Dragway, Speedway Australia	Sydney Metro Project team Senior Manager, Communications Community Place Manager (Sydney Metro)	Ongoing
		Notification for emergency services and traffic coordinators	Government including: Traffic Coordination Office; Police; Ambulance; Fire; Transport Providers	Project Manager Community Place Manager (Sydney Metro)	Monthly 7 days prior for OOH
26 May – 3 Sept 2021	**Stage 4** • Final fit-out • Carpark A & B finishing works • Asphalting works • Permanent line marking • Permanent signage • Landscaping • Commissioning of services i.e. sewer	Works notification	Directly affected operators at the Eastern Creek motorsport precinct Properties within 100m of the site	Community Place Manager (Sydney Metro)	Monthly as required
		Out of hours notification (if required) Doorknock for out of hours work (if required)	Notification: to impacted stakeholders Doorknock: directly affected residents and businesses	Community Place Manager (Sydney Metro)	7 days prior to OOH work

Timing	Project Activity	Communication/mitigation action	Stakeholder category	Resources	Implementation
	pump station, main switch boards and distribution boards, ventilation, communication, security, PA, etc.	Precinct Working Committee meetings	PWC attendees: Office of Sport, WSPT, Sydney Dragway, Speedway Australia	Sydney Metro Project team Senior Manager, Communications Community Place Manager (Sydney Metro)	Ongoing
		Notification for emergency services and traffic coordinators (as required)	Government including: Traffic Coordination Office; Police; Ambulance; Fire; Transport Providers	Project Manager Community Place Manager (Sydney Metro)	Monthly 7 days prior for OOH
3 September 2021 **(Milestone 2)** 17 December 2021 **(Milestone 3)**	**Milestones 2 & 3** • Finalise Landscaping • Minor finishing works • Defects • Finalise QA and O&M Manuals	Works notification (if required)	Directly affected operators at the Eastern Creek motorsport precinct	Community Place Manager (Sydney Metro)	Monthly as required
		Precinct Working Committee meetings	PWC attendees: Office of Sport, WSPT, Sydney Dragway, Speedway Australia	Sydney Metro Project team Senior Manager, Communications Community Place Manager (Sydney Metro)	Ongoing
		Notification for emergency services and traffic coordinators (as required)	Government including: Traffic Coordination Office; Police; Ambulance; Fire; Transport Providers	Project Manager Community Place Manager (Sydney Metro)	Monthly 7 days prior for OOH

36 APPENDIX L – EMERGENCY RESPONSE PLAN

Abergeldie Contractors Pty Ltd

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N235 SYDNEY INTERNATIONAL SPEEDWAY – CONSTRUCT ONLY PACKAGE

Contract No. 00013/11864

EMERGENCY RESPONSE AND INCIDENT MANAGEMENT PLAN

2/12/2020

Revision 5

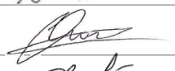
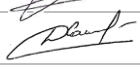
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1 DOCUMENT CONTROL

1.1 APPROVAL

FUNCTION	POSITION	NAME	SIGNATURE	DATE
Prepared by	Interface Manager	Ari Kalamotas		2-12-2020
Reviewed by	Construction Manager	Joseph Maklouf		2-12-2020
Approved by	Project Director	Dmitri Khomoutov		2-12-2020

1.2 DOCUMENT REVISION STATUS

Each page of this document bears a document number and revision date. When revisions to the document are issued, the following table will be updated to show the most recent revision level. The revised document will be forwarded to the holders of controlled copies. Recipients are responsible for destroying or marking “superseded” on the previous revision.

REVISION DATE	AMENDMENT DESCRIPTION
15-OCT-2020	Draft Initial Issue – Post Contract Award – submitted for review
26/10/2020	Revision 2
3/11/2020	Revision 3
9/11/2020	Revision 4
2/12/2020	Final – Approved for use

Any changes within this document that modify either the scope or intent of the original document are highlighted in the right margin by a vertical bar (|).

Where review and revision is deemed warranted, i.e. such as comments received from the Client, or where necessary to reflect changes in contractual or Project requirements, or as a result of an incident then these revisions shall be reviewed by the respective Project Engineer and approved by the Construction Manager.

1.3 DISTRIBUTION (CONTROLLED COPIES)

COPY	ISSUED TO	COMPANY / POSITION	DATE
1	Lorraine Chirawu	Sydney Metro – Senior Project Manager	23/09/2020
2	Lorraine Chirawu	Sydney Metro – Senior Project Manager	26/10/2020
3	Lorraine Chirawu	Sydney Metro – Senior Project Manager	3/11/2020
4	Lorraine Chirawu	Sydney Metro – Senior Project Manager	9/11/2020
5	Lorraine Chirawu	Sydney Metro – Senior Project Manager	2/12/2020

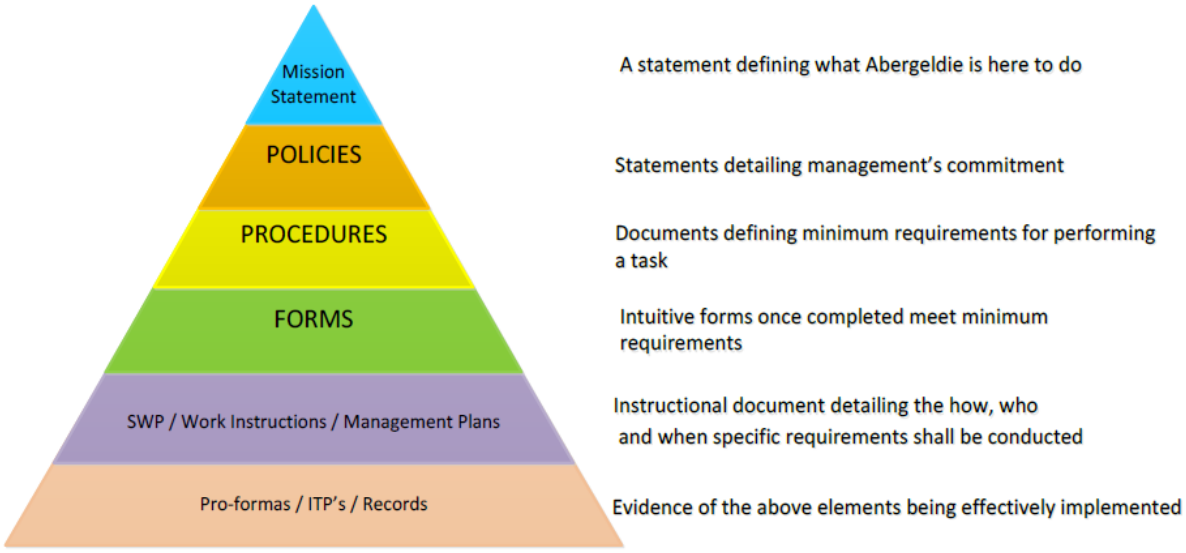
1.4 ABBREVIATIONS & DEFINITIONS

ACPL	Abergeldie Contractors Pty Ltd
Client	Sydney Metro West

ERIMP	Emergency Response and Incident Management Plan
Project	Sydney International Speedway – Construct Only Project
WRA	Workplace Risk Assessment

2 INTRODUCTION

The document hierarchy (below) provides an intuitive navigation through the 6 tiers of policy and policy-linked documentation that form ACPL's approved Policy Framework.



ACPL will operate an Integrated Management System (IMS), comprising of policies, procedures, safe work practices and forms that define the minimum requirements by which ACPL functions. Where practical those associated policies and procedures are appended for the benefit of review of this Security Management Plan. It is a requirement of the project team to reference the management system for all approved policies and procedures and reliance on appendices are provided for the purpose of evaluation.

2.1 PURPOSE

The intent of this Emergency Response and Incident Management Plan (ERIMP) is to assist site personnel to adequately respond to a potential emergency situation. It details specific responsibilities and processes to be implemented in the event of an emergency event that could pose a threat to life, health, property or the general environment. The primary objectives of the ERIMP are to:

- Clarify the responsibilities and actions to be taken in an emergency event to ensure that workers respond expediently and with confidence to different emergency scenarios,
- Detail the manner in which emergencies or critical incidents on the Project are to be managed,
- Provide guidance and detail on responsibilities and lines of communication for effective emergency management, and
- Provide information relating to the identification, prevention and management of emergencies including the subsequent recovery following an event on this Project.

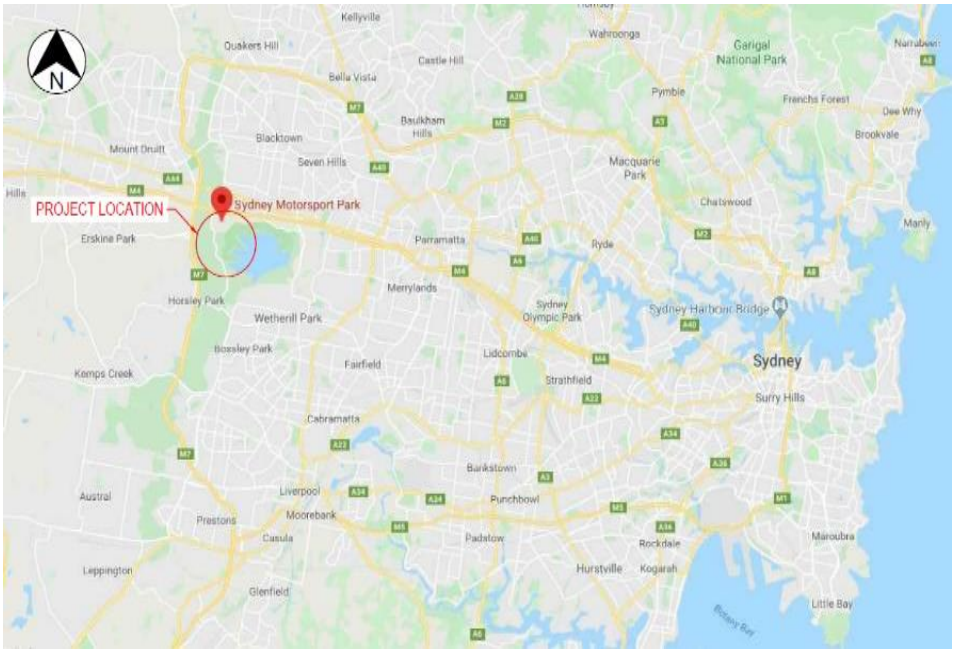
This ERIMP covers critical incidents and emergencies and details the arrangements for control and coordination of an effective response to, recovery from, and the provision of aid to, an emergency.

This document shall be read in conjunction with the applicable Project Management Plans and associated ACPL internal procedures.

2.2 RELATED DOCUMENTS

- Project Management Plan (PMP)
- Crisis Management Plan
- Bush Fire Management Plan
- Security Management Plan
- Workplace Relations Management Plan
- Work Health and Safety Management Plan

3 PROJECT DESCRIPTION

Project Name	Sydney International Speedway - Construct Only Package
Project Address	Ferrers Road, Eastern Creek
Workplace Location	
Time for Completion	Milestone 1 (Carparks D1 and D2): 30 April 2021 Milestone 2 (Essential Works): 3 September 2021 Milestone 3 (Completion of Works): 17 December 2021
Date for Completion	17 December 2021

The new Sydney International Speedway (**Project**) will provide the community and racing supporters a unique sporting facility catering for local, regional, national, and international racing events which will continue to support the growth of Speedway racing in NSW.

Key features of the Sydney International Speedway include:

- World class racing infrastructure:

- A clay-based racetrack benchmarked to national and international best practice for both speedway vehicles and motorcycles

- Support infrastructure designed for speedway competitors including:
  - New vehicle access to the raceway pit area, including a gated access and gatehouse via a new intersection to be built of Ferrers Road
  - A racing pit area, comprising pit bays for heavy vehicles transporting racing vehicles to and from the speedway and viewing platforms for pit crews
  - Workshops/garages and track-side operational support areas to be used by pit crews
  - A speedway motorcycle track.
- High quality support infrastructure to maximise the spectator experience at speedway events including:
  - Grandstand
  - Ticketing and entryway structures
  - Spectator facilities, including public amenities, corporate boxes, provision for food and beverage operators together with merchandise outlets
  - Dedicated parking provided for spectators, visitors and users of the speedway
  - Overflow parking areas, available for use by motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, including Sydney Dragway and Sydney Motorsports Park.
- Operational ancillary infrastructure for:
  - Public safety including fencing and fire safety systems
  - Communications including a fibre optic network (to suit internet broadcasting bandwidth and PA/AV
  - provisions), signage and large broadcasting screens
  - Services including the provision of stormwater, drainage and flooding, utilities and lighting.

Project stages include:

- Construction, including enabling and temporary works, earthworks and land forming activities, construction of project infrastructure, environmental management measures, utilities connections, landscaping and finishing works.
- Operation, including ancillary and support racing infrastructure required to support the speedway.

Construction of the project is expected to take around 13 months to complete.

3.1 LOCATION

The project location is bounded by;

- Drift School Australia to the North
- Ferrers Road to the West and South
- The Sydney Dragway to the East

The main access to the site will be via the Southern Access Road/Ferrers Road. Initially the site office compound is proposed to be established at the existing asphalt sealed car park as indicated on the aerial view figure 1 below. The proposed location was selected considering fast establishment, no ground disturbance (no dust impact) during the Earlier Enabling and Temporary Works Stage.

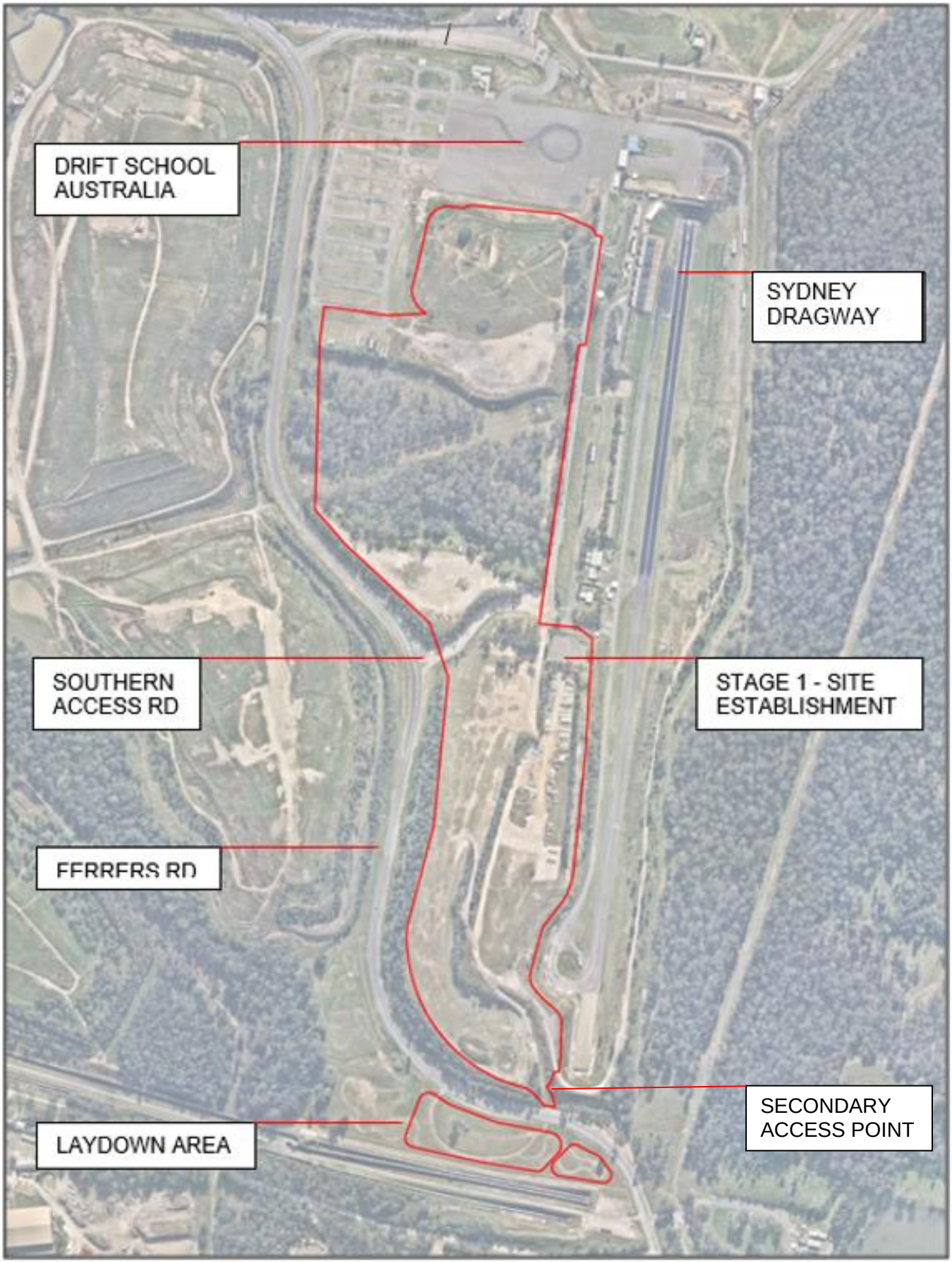


Figure 1: Project location and approximate boundary (base image from Near Map)

4 RESPONSIBILITIES (REFER MSM - OV2)

Responsibilities of key personnel with regards to implementing this plan are as set out in the following section.

The ACPL Project Director shall be accountable for the implementation of this Emergency Response and Incident Management Plan and shall be assisted in daily activities by the ACPL nominated “Emergency Response Coordinator (ERC)”.

4.1 ABERGELDIE PROJECT DIRECTOR

RESPONSIBILITIES	FREQUENCY
Ensure that activities are assessed for risk prior to commencement	Continually
Managing the emergency from a corporate level	As required
Informing the Managing Director, Systems Manager and Operations Manager of an incident	On occurrence
Participation in the investigation of serious incidents	On occurrence
Provide appropriate resources to implement the processes defined in this ERIMP	As required

4.2 ABERGELDIE CONSTRUCTION MANAGER

RESPONSIBILITIES	FREQUENCY
Review & implement this ERIMP	As required
Ensure that foreseeable risks (potential emergency situations) are identified, documented on Workplace Risk Assessments and controlled appropriately	Continually
Provide appropriate resources to implement the processes defined in this Plan (Nominate the Emergency Response Coordinator)	As required
Ensure site personnel are trained in emergency response procedures	As required
Inform the Construction Manager of emergency situations	On occurrence
Inform the Client representative of emergency situation status	On occurrence
Notification of & participation in the investigation of serious incidents	On occurrence
Monitor the effectiveness of implemented emergency control measures	Continually
Keep ACPL management informed the ongoing situation regarding an emergency event	As required

4.3 ABERGELDIE SUPERINTENDENT

RESPONSIBILITIES	FREQUENCY
Review & implement this ERIMP	As required
Ensure that foreseeable risks (potential emergency situations) are identified, documented on Workplace Risk Assessments and controlled appropriately	Continually
Notification of & participation in the investigation of serious incidents	On occurrence
Monitor the effectiveness of implemented emergency response control measures	Continually

RESPONSIBILITIES	FREQUENCY
Accounting for all personnel working for ACPL and various subcontractors during an emergency event.	On occurrence
Coordinating with the emergency response coordinator	As required

4.4 ABERGELDIE WORKFORCE

RESPONSIBILITIES	FREQUENCY
Notify the occurrence of all hazards & incidents to the ACPL Project Superintendent / Construction Manager	All Incidents
Adhere to all emergency response related instructions provided by supervision or Emergency Response Coordinator	Continually

4.5 ABERGELDIE SUBCONTRACTORS

RESPONSIBILITIES	FREQUENCY
Notify the ACPL Project Superintendent / Construction Manager of activities being performed that are high risk or could be cause for an emergency situation	Continually
Notify the occurrence of all hazards & incidents to the ACPL Project Superintendent / Construction Manager	All Incidents
Adhere to all emergency response related instructions provided by supervision or Emergency Response Coordinator	Continually

4.6 EMERGENCY RESPONSE COORDINATOR (ERC) PETER RYAN - 0425 233 149

RESPONSIBILITIES	FREQUENCY
Ensure site personnel are trained in emergency response procedures	Continually
Determine the level of response required to adequately manage an emergency event	On occurrence
Coordinate with emergency services, client and other stakeholders throughout emergency event	Continually
Notify the occurrence of emergency situations to the ACPL Project Superintendent / Construction Manager	Continually
Maintain communication with ACPL Management throughout emergency situation	As appropriate

4.7 EMERGENCY CONTROL ORGANISATION (ECO)

The ECO shall consist of ACPL Project Director, ACPL WHS Manager, Sydney Metro Senior Project Manager and Sydney Metro WHS Manager

RESPONSIBILITIES	FREQUENCY
Determine escalation and de-escalation of incident	Continually
Coordinate with emergency services, client and other stakeholders throughout emergency event	Continually

RESPONSIBILITIES	FREQUENCY
Preservation of scene for incident investigation purposes	Continually
Manage media requirements	As required
Maintain records of incident / emergency / crisis	Continually
Next of kin notification requirements	On occurrence
Organise emergency / crisis event debrief	On occurrence

5 GENERAL

To adequately plan for an incident, emergency or crisis event, the risks associated with the site's activities and the interaction of our activities with other stakeholders needs to be identified, assessed and with suitable controls implemented. Form WHS001-F04 Workplace Risk Assessment is the primary tool for documenting such risks and suitable controls.

	INCIDENT	EMERGENCY/ SIGNIFICANT INCIDENT	CRISIS
DEFINITION	An occurrence that may cause harm to a worker/visitor or short-term disruption in the workplace, but which can be dealt with by available resources.	A situation or occurrence that happens as a consequence of an incident and demands immediate action to preserve life, property and the environment.	A situation or occurrence that happens as a consequence of an incident and with significant impact to operation, performance, reputation or viability.
GENERAL NATURE	Physical event dealt with by ACPL with monitoring by Sydney Metro.	This includes construction failure, serious safety oversites, collisions / accidents, fire, explosions, spills, gas leaks, road accidents, natural disasters and civil disturbances.	Major disruption to business.
LOCATION	Site-based	Site-based/Precinct-based	Site wide/entire precinct-with implications on wider local community.
MANAGEMENT FOCUS	Operational – physical rectification. Construction Manager, Superintendent, WHS Manager and/or first aider capable of coordinating incident response.	ERC to monitor situation and report to ECO. Situation may escalate to crisis and lead to activation of crisis management process. Corporate/supporting services – e.g. coordinating whole-of-precinct assistance, stakeholder management, communications, etc.	Crisis Control Organisation (CCO) and crisis management process activated. Situation cannot be handled locally by ACPL/Sydney Metro. Requires urgent strategic input from external emergency response agencies.

Table 1 Incident, emergency and crisis definition in order of significance

6 INCIDENT MANAGEMENT

The incident response processes shall be carried out in accordance the WHS010 Incident Management Procedure appended to this document at Appendix A.

7 SYDNEY METRO INCIDENT NOTIFICATION TIMEFRAMES

Immediate verbal notification will be provided to the Sydney Metro Senior Project Manager **within 10 minutes** of a situation classified as an Emergency or Crisis.

ACPL will notify Sydney Metro Senior Project Manager and Safety Manager in writing of any incident within 2 hours of the incident occurring.

All incidents will be entered into INX within 24 hours of the incident occurring.

A written report will be provided to Sydney Metro before close of business the following business day.

ACPL will undertake an investigation into critical incidents advising Sydney Metro of the preliminary findings within 14 days and a final report to be submitted within 28 days.

ACPL will also notify the Sydney Metro communications representative **within 10 minutes** of any incident with the potential to create adverse reputational damage to Sydney Metro.

8 SYDNEY METRO INCIDENT REPORTING REQUIREMENTS

8.1 NON-SIGNIFICANT SAFETY INCIDENTS

All safety incidents (not classified as significant or above) will be logged in Sydney Metro's Incident Reporting and Investigation Database as soon as possible after the event and within 24 hours.

8.2 SIGNIFICANT SAFETY INCIDENTS

All safety incidents that are classified as *Significant* must be notified to Sydney Metro within two (2) hours of the occurrence.

Notification of significant safety incidents will be via text message from the to Sydney Metro's nominated contact point, [*NAME AND PHONE NUMBER TO BE CONFIRMED POST AWARD]*. ACPL's Construction Manager and WHS Manager are responsible to ensure notification is sent to Sydney Metro's contact point. Information to be provided includes:

1. The Contract Associated with the incident;
2. Time, date and location of incident;
3. If Emergency Services have been called and if they have responded;
4. Status of any injured person(s);
5. If media is at the scene, or expected;
6. A description of the incident;
7. A summary of the current situation;
8. The Person in Charge at the scene that will enable appropriate decisions about escalation and or reporting to regulators, potential consequences; and
9. Whether further information will be provided.

Where an incident is or has potential to escalate to an Emergency/Significant Incident or Crisis, a phone call is to be made immediately the Principal's Representative and/or Health and Safety Manager [*NAME AND PHONE NUMBER TO BE CONFIRMED POST AWARD]*.

Within 24 hours, written notification is to be provided the Sydney Metro, confirming the details of the incident, using Sydney Metro's Incident Reporting and Investigation Database.

ACPL's site Safety Manager or delegate shall advise Sydney Metro's nominated Construction Manager / Project representative (as applicable) where:

- any person suffers a workplace illness or injury that requires that person to be admitted to hospital as an in-patient;
- any person suffers a workplace illness or injury and is likely to be absent from work for more than one shift (a Lost Time Injury);
- an event that caused, or has the potential to cause injury or harm to any person or damage to property;
- an uncontrolled workplace hazard exists;
- Client property has been damaged;
- A fire event; or
- Other prescribed event as detailed in any applicable legislation.

9 HEALTH INCIDENTS

ACPL shall notify all uncontrolled over-exposures above the Workplace Exposure Standard to Sydney Metro as an incident.

The results of exposure monitoring collected as part of Level 3 HRA assessments shall be reviewed by ACPL in accordance with the section of Standard – Sydney Metro Principal Contractor Health and Safety v5 entitled Review of Results from Level 3 HRA. Any exceedance of the Workplace Exposure Standard that is not adequately controlled must be reported to Sydney Metro no later than 2-weeks from the date that monitoring was conducted.

10 INCIDENT INVESTIGATIONS

As soon as possible following the conclusion of a significant incident event, the Project Director will ensure that a detailed report of the event and response is prepared and forwarded to Sydney Metro and if required to other personnel within ACPL. The minimum requirements for crisis investigation and reporting are as follows:

- an independent lead investigator with minimum ICAM Lead Investigator Training or Equivalent must conduct the investigation,
- ensure attendance by ACPL's Project Director at meetings to determine investigation Terms of Reference,
- ACPL's Project Director must attend a meeting and present preliminary findings and corrective actions to Sydney Metro within two weeks of incident occurrence,
- attach any statutory notification forms, statutory notices and notice of any fines received in relation to the incident or near miss to the interim investigation report, and
- ACPL's Project Director must attend a meeting to present the final investigation report, corrective and preventive actions, and lessons learnt for dissemination across Sydney Metro.

ACPL will undertake an investigation into significant incidents advising Sydney Metro of the preliminary findings within 14 days and a final report to be submitted within 28 days.

11 POTENTIAL SITE-SPECIFIC EMERGENCY SITUATIONS

On review of the scope of works, the working environment, surrounding environment and the interaction between them, the following potential emergency scenarios have been identified as areas requiring an emergency response;

- first aid treatment,
- workers requiring off-site medical treatment,
- emergency services involvement,
- incident with plant on site (rollover / collision / services strike),
- fire (building / equipment / plant / explosion / vegetation),
- rescue of workers (electric shock, suspended person, entrapped person)
- toxic material / hazardous substance spillage,
- uncontrolled pollutant release into natural waterways,
- hazardous activities / processes on or adjacent client property,
- bomb threats,
- violence or robbery or vandalism,
- emergency evacuation procedure – general, or
- Other potential sources of an emergency identified through WRA.

12 EMERGENCY WARNING

In the event of an emergency on this site, personnel will be alerted via the following methods:

- verbal communication if in ear shot,
- an aerosol siren, or
- non-verbal hand signals / gestures to indicate if something is wrong,
- email notification to all off-site staff to avoid staff attending site during emergency.

13 INTERFACE MANAGEMENT

In the event of an emergency, the ERC, after ensuring the safety of their own and that of others on site will be required to notify adjacent stakeholders that may be affected by the emergency.

Stakeholder	Contact	Phone number
Western Sydney Parklands Trust	Nathan Jay	0476 843 373
Sydney Dragway Drift School Australia	Peter Beaumont	0407 366 346
ARDC	Glenn Matthews	0418 865 924
RMS (if there is an incident impacting road users)	Service NSW	13 17 00

14 EMERGENCY RESPONSE EQUIPMENT

The ACPL Construction Manager shall ensure emergency response equipment is appropriate to the tasks being performed and is suitably maintained, serviced and strategically located around the site.

The site layout plan shall detail the location of all permanent emergency equipment at the workplace and be displayed in prominent locations around the site.

The workplace layout plan(s) shall be part of the workplace induction for all personnel.

14.1 FIRE FIGHTING EQUIPMENT

Fire extinguishers shall be suitable for the type of works to be performed.

Fire extinguishers shall be located in easily accessible locations.

Employees shall be trained in the correct identification and application of the firefighting equipment.

For further information refer to Accident / Incident Management section in the site-specific Safety Management Plan.

14.2 HAZARDOUS SUBSTANCES

Spill kits appropriate to the quantities and type of hazardous materials in use on site shall be located in close proximity to where work is being done or where the material is stored.

Copies of Safety Data Sheets and their associated risk assessments are stored within the Site Project Office for all Hazardous Chemicals used on the Project.

Before commencing any clean-up of hazardous substances spill, a specific risk assessment shall be conducted to ensure site personnel are not exposed to any significant yet not considered risks.

14.3 FIRST AID

The Construction Manager shall ensure that the Site layout plan is prominently displayed identifying the location of the first aid treatment room and first aid equipment. This information will also be included in the project induction to ensure that it is understood by all site personnel.

The first aid treatment room shall be located within the site compound which contains a full suite of first aid equipment. Additionally, each ACPL work vehicle will contain a first aid kit.

A first aid risk assessment will be conducted when construction commences to identify the number of first aiders required on site for each construction phase.

14.4 COMMUNICATION DEVICES

Devices for communication on this site will be via:

- Mobile Telephone,
- UHF / 2 Way Radios,
- Landline telephone,
- Sounding of Air Horn,
- Verbal / runners.

15 EMERGENCY RESPONSE

An emergency response drill shall be completed within the first 6 weeks of establishment on site and thereafter at 6 monthly intervals or as otherwise determined by the Construction Manager.

Such drills will include all personnel on site at any specific time (extends to employees, subcontractors and visitors)

The Emergency Response Co-ordinator shall ensure that the emergency response exercises are documented on Form WHS006-F01 - Emergency Evacuation Debrief and filed in the relevant project file.

Note: Drills should simulate various potential emergencies (fire, chemical spills or personnel injury) so that the response can be practiced.

Note: An Evacuation is not the only response to an emergency.

16 CONTINUOUS REASSESSMENT

Risk assessment needs to be a continuous process throughout the entire emergency response. This continuous assessment is to be undertaken by the ERC and the Project Director while liaising with Sydney Metro.

The initial incident severity classification may require adjustment as the incident and its wider impacts evolve and are better understood. The ERC must monitor the event and maintain records of any developments, notifying the Project Director of any changes to the situation, impacts and planned actions.

Reassessment should also follow milestones in managing the emergency and recovery, or as often as deemed necessary, depending on the nature of the emergency.

17 ESCALATION

The escalation of an incident is based on a combination of factors including:

- the consequences of the incident to:
  - employee and public safety,
  - security,
  - public health,
  - the environment, and
  - public confidence.
- the ability of the deployed people and resources to manage the consequences.

The appropriate person (i.e. ERC) has the authority to escalate an incident to a higher level and send appropriate notification to the Project Director corresponding to the escalation. The Project Director in consultation with Sydney Metro reserves an overriding right to escalate or deescalate emergencies.

Prompts for the escalation to a higher level include:

- increasing risk to employee and public safety,
- actual or potential impact on the community and environment is more widespread,
- the available people and resources associated with the original incident severity level are inadequate to manage the incident,
- more information is known about the incident, justifying a reclassification,

- an upward trending pattern of the initial incident (i.e. a domino effect), which may result in the escalation of the incident, and
- emergency services are required to assist.

18 REGULATORY NOTIFICATION

ACPL is responsible for the notification of health, safety and environmental events to applicable regulatory authorities in accordance with legislative requirements. Prior to notifying any event, ACPL's Project Director will inform the Sydney Metro Senior Project Manager. ACPL will notify Safework NSW in accordance with WHS Act 2011 and WHS Regulation 2017, where required.

Abergeldie has an obligation to report any breaches, near misses, accidents, incidents and infringments to RMS and the Heavy Vehicle Regulator within 2 days of the event taking place, as well as following up in eliminating further breaches. All Non-conformances shall be investigated and Corrective actions formulated and implemented to insure this never happens again.

19 SECURING THE SITE

Following the conclusion of the emergency, the site must be secured to prevent disturbance of the scene and injury to workers and other persons. Securing the site may include erection of physical barriers to the posting of security guards until investigations can commence.

20 RESTORATION OF NORMAL CONDITIONS

ACPL recognises the importance of returning to normal conditions and operations as soon as practicable following an emergency, to provide comfort and confidence to employees, stakeholders and members of the public. This is to be done in a number of ways, including but not limited to:

- Screening damage (if any);
- Rectifying damage (if any);
- Implementing additional controls (at incident location and others, where deemed necessary) to deter reoccurrence;
- Communicating additional controls to increase awareness to reduce the risk of reoccurrence.

The following processes and procedures for the restoration of normal conditions are to be undertaken after the incident:

- Inspecting the site to confirm that the area is safe for normal operation.
- Ensuring that all evidence of the emergency is properly recorded or kept for investigation purposes.
- Informing the WHS Manager that the emergency site is safe and ready for restoration to normal operation.
- Removing all site protections and barriers for restoration of normal operation only after authorisation from the WHS Manager.

Formal reports of all investigations are to be submitted to the Project Director then Sydney Metro.

21 EMERGENCY REPORTING

As soon as possible following the conclusion of an emergency event, the Project Director will ensure that a detailed report of the event and response is prepared and forwarded to Sydney Metro and if required to other personnel within ACPL.

22 POST EMERGENCY DE-BRIEFING

A full de-briefing and review of the emergency event and the response is to be conducted by the Project Director at the earliest opportunity following the close out of the event.

23 REVIEW

The Construction Manager shall ensure that the Emergency Response and Incident Management Plan is reviewed after each and every drill or emergency situation.

Results of emergency drills and evacuations shall be communicated back to the site at a toolbox meeting so all personnel are aware of any improvements.

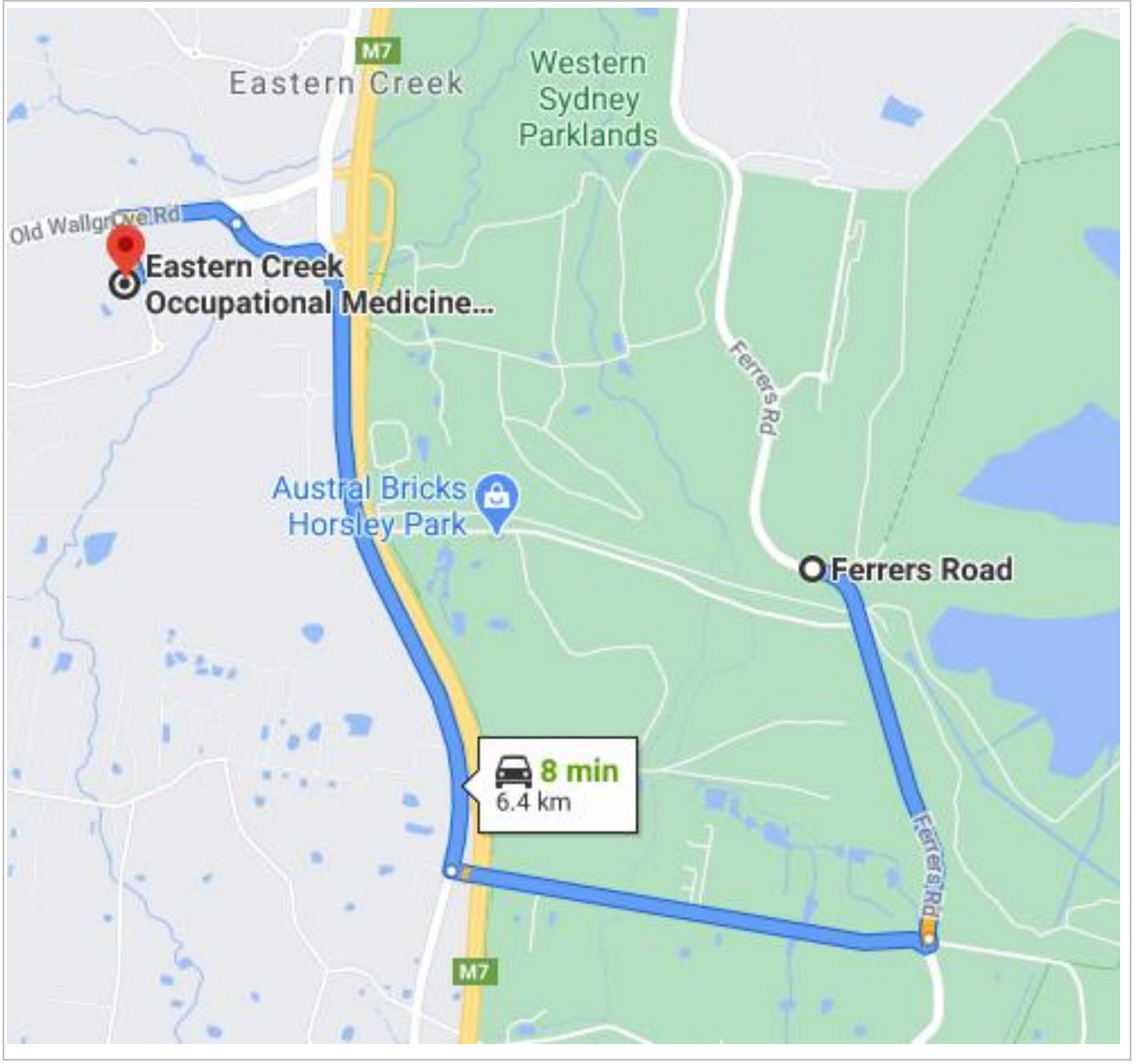
Note: The following pages are to be copied and placed on site notice boards and other prominent locations around site.

The purpose of the de-briefing and review is to identify deficiencies or weaknesses in the ERIMP and procedures and provide a strategy and timeframe in which to rectify those deficiencies.

24 NON URGENT INJURED WORKER MEDICAL PROVIDER

ACPL have nominated the following medical facility to provide assistance in the event of a non urgent injured worker medical emergency. This medical provider is aware of ACPL's presence in the area and are also aware of ACPL's injury management processes and commitment to returning injured workers back to work as quickly and as safely possible.

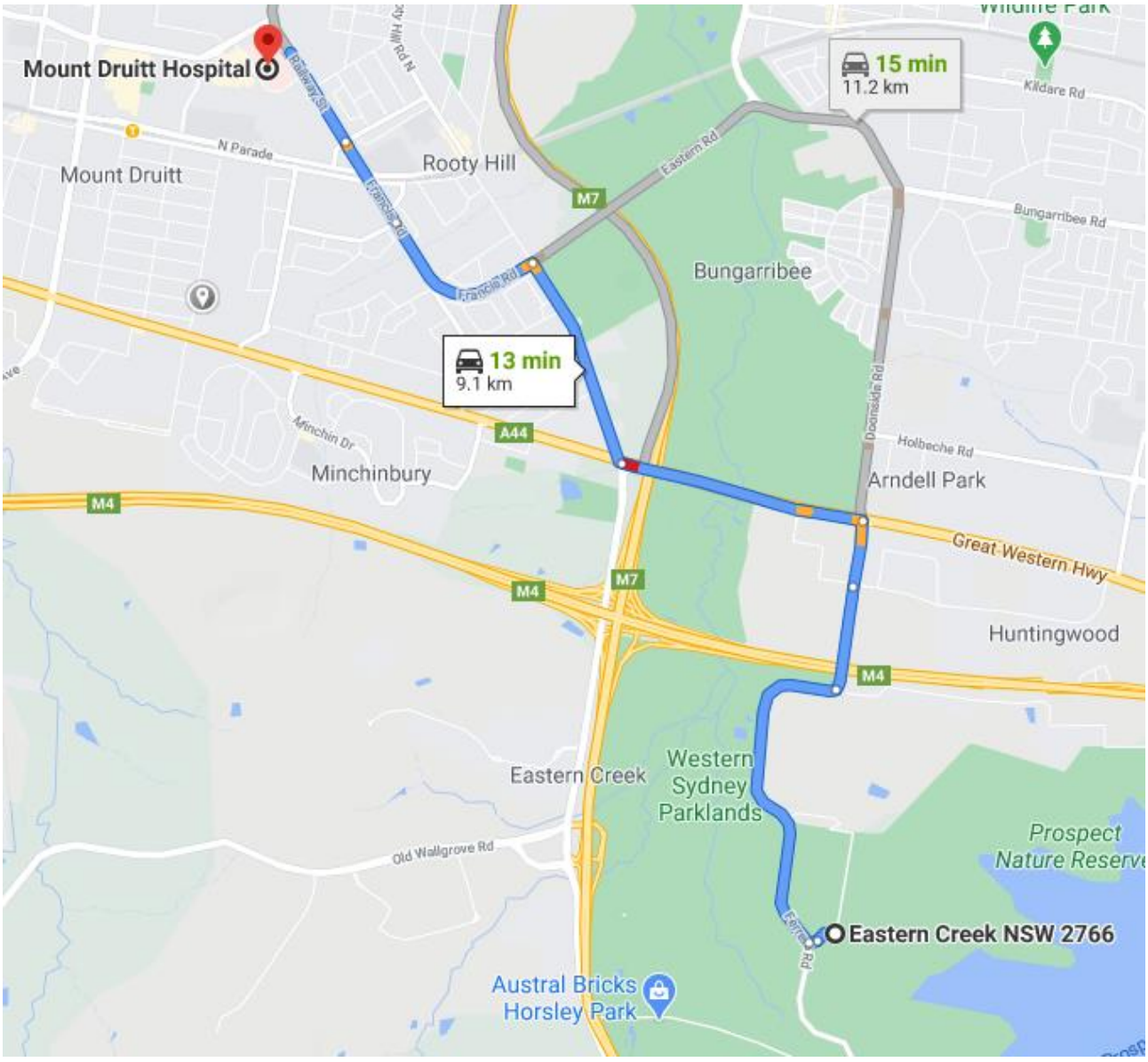
MEDICAL CENTRE NAME:	Eastern Creek Occupational Medicine Centre
ADDRESS:	12/2A Southridge St, Eastern Creek
TEL:	(02) 8834 7730
MAP:	See Below



25 URGENT INJURED WORKER MEDICAL PROVIDER

ACPL have nominated the following medical facility to provide assistance in the event of an urgent injured worker medical emergency.

HOSPITAL NAME:	Mt Druitt Hospital
ADDRESS:	75 Railway St, Mount Druitt NSW 2770
TEL:	(02) 9881 1555
MAP:	See Below



26 EMERGENCY RESPONSE PROCEDURES

The following emergency procedures are a guide of what to do in the event of an emergency situation and shall be communicated to all site personnel at their induction.

Medical Emergency

- Do NOT panic.
- Protect yourself by checking for the presence of hazards.
- Obtain the assistance of others in the area to help you.
- Phone NSW Ambulance by dialling 000 or 112 and provide them with your name, location, number of people involved and the detail of medical emergency. Do not hang up until directed to do so.
- Contact ERC or the First Aider Officer and report the location and details of the medical incident.
- If it is safe to do so, leave the injured person where they are.
- Render whatever First Aid assistance you can and administer first aid up to the level of your training.
- First Aider to respond with First Aid Kit and defibrillator shall quickly check the situation for danger and assess the person's condition (Danger, Respond, Airways, Breathing, and Circulation [DRABC]).
- Assign someone to meet the Ambulance and escort them to the injured person.

Fire and Smoke Event

- Do NOT panic.
- Raise the Alarm and alert others by yelling out "fire, fire, fire"
- Obtain the assistance of others in the area to help you.
- Phone NSW Fire and Rescue by dialling 000 or 112 and provide them with your name and the site location. Do not hang up until directed to do so.
- Report the location and details of the fire to the ERC.
- ATTEND to human life in danger.
- Attempt to extinguish the fire only if the fire is of a manageable size and you are competent in correctly selecting and using an extinguisher.
- Follow instructions given by the ERC or Emergency Services Workers.
- On hearing the alert signal / evacuation tone, make your way to the Emergency Assembly Area / Muster Point and remain there until otherwise directed.
- Assign someone to meet Fire and Rescue and escort them to the injured person.

Evacuation Procedure

- Do NOT panic.
- Do NOT run.
- On hearing an “emergency” alarm or on becoming aware of an emergency, quickly make safe your area by shut down plant and equipment. Listen carefully and follow the instructions of the ERC.
- Make your way to the designated muster point.
- Notify other workers of the requirement to evacuate and assist them where possible.
- Make note of the location of any incapacitated or injured workers who are unable to evacuate.
- Proceed to the Emergency Assembly Area / Muster Point and alert the Emergency Controller of anyone person unable to be evacuated.
- Remain there until otherwise directed by the ERC or Emergency Services Workers.

Environmental Spill or Leak

- Do NOT panic.
- Obtain the assistance of others in the area to help you.
- Obtain the Safety Data Sheet and Risk Assessment from the Site Office.
- Phone NSW Fire and Rescue 000 or 112 and provide them with your name and the site location and nature of the spill and request the immediate attendance.
- Report the location and details of the spill to the ERC.
- Restrict access to the danger area by using barriers / barricades where the spill has occurred (only if safe to do so).
- Shut down any plant or equipment that could generate a flame or spark.
- Remove any workers from downwind.
- Attend to the emergency (only if trained and it is safe to do so). Utilising spill kits / spill containment devices if liquid spill / leak.
- Attend to injured workers in accordance with the Safety Data Sheet and Risk Assessment.
- Follow instructions given by the ERC or Emergency Services Workers.
- The alternative assembly area may need to be used if the weather conditions are transporting vapours toward the primary assembly area. Listen for instructions and take note of unusual smells and conditions.
- On hearing the alert signal / evacuation tone, make your way to the Emergency Assembly Area / Muster Point and remain there until otherwise directed. Proceed to the safe assembly area and remain there until otherwise directed by ERC or Emergency Services Workers.

Bomb Threat Procedure

If you receive a Bomb Threat or you locate a suspicious package;

- Do NOT panic.
- If possible, attract the attention of a fellow worker.
- Keep the caller on the line as long as possible to gather information.
- Obtain as much detail as possible about the bomb and its location.
- Listen carefully for any background noises, speech mannerisms, accents or any other details that might give a clue to the age, sex, identity and location of the caller.
- Phone NSW Police by calling 000 or 112 and provide them with your name and the site location and the details of the threat.
- Immediately notify the ERC.
- Any suspicious package must be left alone, not be touched or attempted to be moved.
- Evacuate the worksite and move to the muster point.
- Seal the area as best possible (e.g. block entrance).
- Advise others of the requirement to evacuate and immediately go to the muster point.
- Muster and await further instruction from the NSW police.

Victims of Lightning Strike

Note: Post lightning strike / shock victims do not carry an electrical charge and can be safely handled.

- Immediately notify Construction Manager / Superintendent / ERC of the occurrence
- If working on a mine site:
  - immediately notify the Control Room Operator (CRO) to seek urgent medical attention,
  - ensure the onsite Senior First Aider attends to the patient commencing DSRABCD / CPR / first aid and defibrillation if necessary prior to transport,
  - ensure an Automated Defibrillation Device (AED) and trauma kit are available for use on site by a Senior First Aider prior to the arrival of medical professionals;
  - make the incident / event area safe by barricading the scene;
  - ensure the isolation of other potentially hazardous energy sources in accordance with *SWP061 - Isolation of energy sources* to prevent any further occurrences, and
  - arrange for the injured person to be immediately transported via ambulance or helicopter to the nearest medical facility capable of providing assessment / treatment for electric shock.
- When working on sites other than mines:
  - immediately contact 000 to notify of an electric shock,

- provide next of kin details to the emergency medical personnel in attendance, and
- complete Form WHS010-F04 – Electric Shock - Medical Specialist Referral Form and provide to patient and emergency medical professionals in attendance

Contact with Live Overhead or Underground Power Cables

WARNING



When a crane or item of plant inadvertently contacts overhead power lines circuit protective devices may operate to automatically turn the power off. However some protection devices are designed to automatically reclose thereby re-energising the powerlines after a short period of time, typically 1 – 4 seconds.

Should contact be made with a live overhead or underground power cables or a flash-over occurs between a live overhead power line and a crane or an item of mobile plant, the following actions shall be taken:

- Report the location and details of the incident to the ERC.
- Obtain the assistance of others in the area to help you.
- Keep all workers at least 8 metres away from the plant.
- Phone Electrical Network provider and give them your name and the site location and request for the power to be isolated.
- An attempt should be made to break the machinery's contact with the live overhead power line by moving the jib or driving the machine clear.
- If it is not possible to break the contact with the live overhead power line, the operator of the crane or mobile plant should remain inside the cabin of the crane or plant.
- The operator must remain in place until the power has been isolated, and the 'all clear' given by the network operator.

If it is essential to leave the cabin or the operator's position due to fire or other life-threatening reason, the plant operator must exit the plant in the following manner to prevent electric shock.

- Do not touch the equipment and the ground at the same time.
- Jump clear of the plant and land on both feet.
- Do not run or walk away from the plant.
- Hop away with both feet leaving and contacting the ground at the same time or shuffle away with both feet maintain contact with the ground at all times
- Do not touch or allow persons to touch any part of the crane or plant item until the Electrical Network Provider has confirmed that the Electricity Supply has been isolated.

Do not attempt to render assistance to any person who has received an electric shock unless the power supply has been confirmed isolated by the Network Provider.

Collapse of Temporary Structure

- Do NOT panic.
- Obtain the assistance of others in the area to help you.
- Assess the requirement for emergency services.
- Phone 000 or 112 NSW Fire and Rescue and NSW Ambulance and provide them with your name and the site location and request the immediate attendance.
- Report the location of the incident to the ERC.
- Muster ACPL First aiders to render assistance to injured persons.
- Stop all other works within the vicinity.
- Station spotters or erect barricading to control access to incident area.
- Warden to direct Emergency Services to the incident area.
- Notify SafeWork and advise them of the incident and preserve the incident scene.

Trench / Excavation Collapse

- Do NOT panic.
- Do not enter any unsecured sections of the trench.
- Obtain the assistance of others in the area to help you.
- Remove non-essential workers from the area.
- Evacuate any other workers from the trench.
- Phone Emergency Services 000 or 112, Fire and Rescue and NSW Ambulance.
- Give your name, location, number of people involved, details of the emergency.
- Muster ACPL First aiders to render assistance to injured persons.
- Restrict approach of all rescue plant to within 5m of the trench zone of influence.
- Stop all mobile plant movements within the area 100m of the incident area.
- Attempt to confirm the position and number of the trapped workers.
- If workers are visible, hand remove material to enable them to breath.
- Warden to direct Emergency Services to the incident area.
- Notify SafeWork NSW and advise them of the incident and preserve the incident scene.

Public Traffic and Pedestrian Incident

- Do NOT panic.
- Obtain the assistance of others in the area to help you.
- Assess the requirement for emergency services.
- Phone the required Emergency Services 000 or 112; Police and Ambulance and Fire Brigade
- Give your name, location, number of people involved, details of medical emergency.
- Muster ACPL First aiders to render assistance to injured persons.
- Muster water cart and fire extinguishers and workers to the area.
- Utilise the site Traffic Controllers to manage traffic and pedestrians.
- Ensure sources of ignition are not allowed in the area
- Erect barricading to restrict access to incident area.
- Alert people nearby and enlist their aid as required.
- Evacuate immediate area if explosive vapours and fumes are present

Plant Rollover

- Do NOT panic.
- Obtain the assistance of others in the area to help you.
- Assess the requirement for emergency services.
- Phone the required Emergency Services 000 or 112 Ambulance and Fire and Rescue
- Give your name, location, number of people involved, details of medical emergency.
- Muster ACPL First aiders to render assistance to injured persons.
- Muster firefighting equipment.
- Stop all other works within the vicinity and monitor the area for fuel vapours / fumes.
- Shut down any plant or equipment that could generate a flame or spark.
- Evacuate immediate area if a potential fire or explosion exists.
- Station spotters or erect barricading to restrict access to incident area.
- Warden to direct Emergency Services to the incident area

Notify SafeWork NSW and advise them of the incident and preserve the incident scene.

27 EMERGENCY RESPONSE CONTACT DETAILS

Client:		Sydney Metro West	
Project No:		N235	
Project Address:		Ferrers Rd,	
Construction Manager Name:		Joseph Maklouf	
EMERGENCY CONTACT NUMBERS			
Emergency Response Coordinator		Peter Ryan	0425 233 149
Emergency Coordinator Deputy		Daniel McPherson	0438 709 301
CHIEF WARDEN		Joseph Maklouf	0459 103 156
DEPUTY WARDEN		Daniel McPherson	0438 709 301
FIRST AIDER		Daniel McPherson	0438 709 301
FIRST AIDER		Ken Iles	0427 316 466
FIRST AIDER		Peter Ryan	0425 233 149
POLICE	000	ELECTRICITY	131 003
FIRE	000	GAS	131 909
AMBULANCE	000	WATER	132 090
MEDICAL CENTRE	02 8608 2101	POISONS	131 126
HOSPITAL	02 9881 1555	SES (State Emergency Service)	132 500
		POLLUTION LINE	1300 784 482
The following personnel shall be contacted in the event of an emergency on site:			
CLIENT CONTACT NUMBERS			
Client Site Representative		Boutros Abd – Construction Manager	0418 266 002
Client Safety Representative		Claudia Bertini – Safety Advisor	0416 565 825
Client Media Liaison		Tara Larkin	0428 466 922
ABERGELDIE SITE CONTACTS			
Position		**Contact Name**	**Contact Number**
Construction Manager		Joseph Maklouf	0459 103 156
Superintendent		Daniel McPherson	0438 709 301
Utilities Engineer		Anthony Chantery	0439 796 718
Earthworks Engineer		Peter Ryan	0425 233 149

Structures Engineer	Johnathon Nemer	0437 729 151
WHS Advisor	Ken Iles	0427 316 466
ABERGELDIE OFF-SITE CONTACTS		
Position	**Contact Name**	**Contact Number**
Managing Director	Mick Boyle	02 8717 7777
General Manager	Mark Whelan	0418 709 313
Project Director	Dmitri Khomoutov	0437 037 148
Senior HR Business Partner	Najwa Zaitar	02 8717 7777
Workers Compensation Manager	Ken Iles	0427 316 466

28 CRISIS MANAGEMENT

The crisis response processes shall be carried out in accordance the Crisis Management Plan. The Crisis Management Plan is appended to this document at Appendix B.

29 TRAUMA COUNSELLING SERVICES

Where ACPL personnel require trauma counselling the Project Director shall liaise with the Human Resources department to obtain appropriate services. These services may also be made available to subcontractors where required.

This process is coordinated through the ACPL WHS Manager.

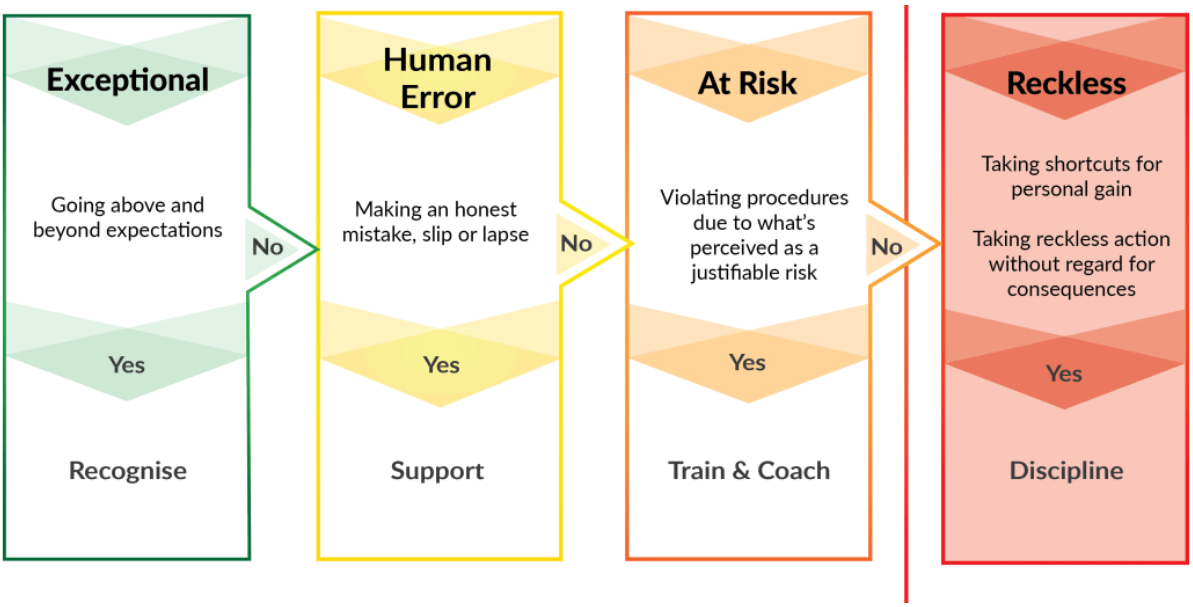
Employees are encouraged to contact the Employee Assistance Program on 1800 808 374 if they require support.

30 MEDIA LIAISON

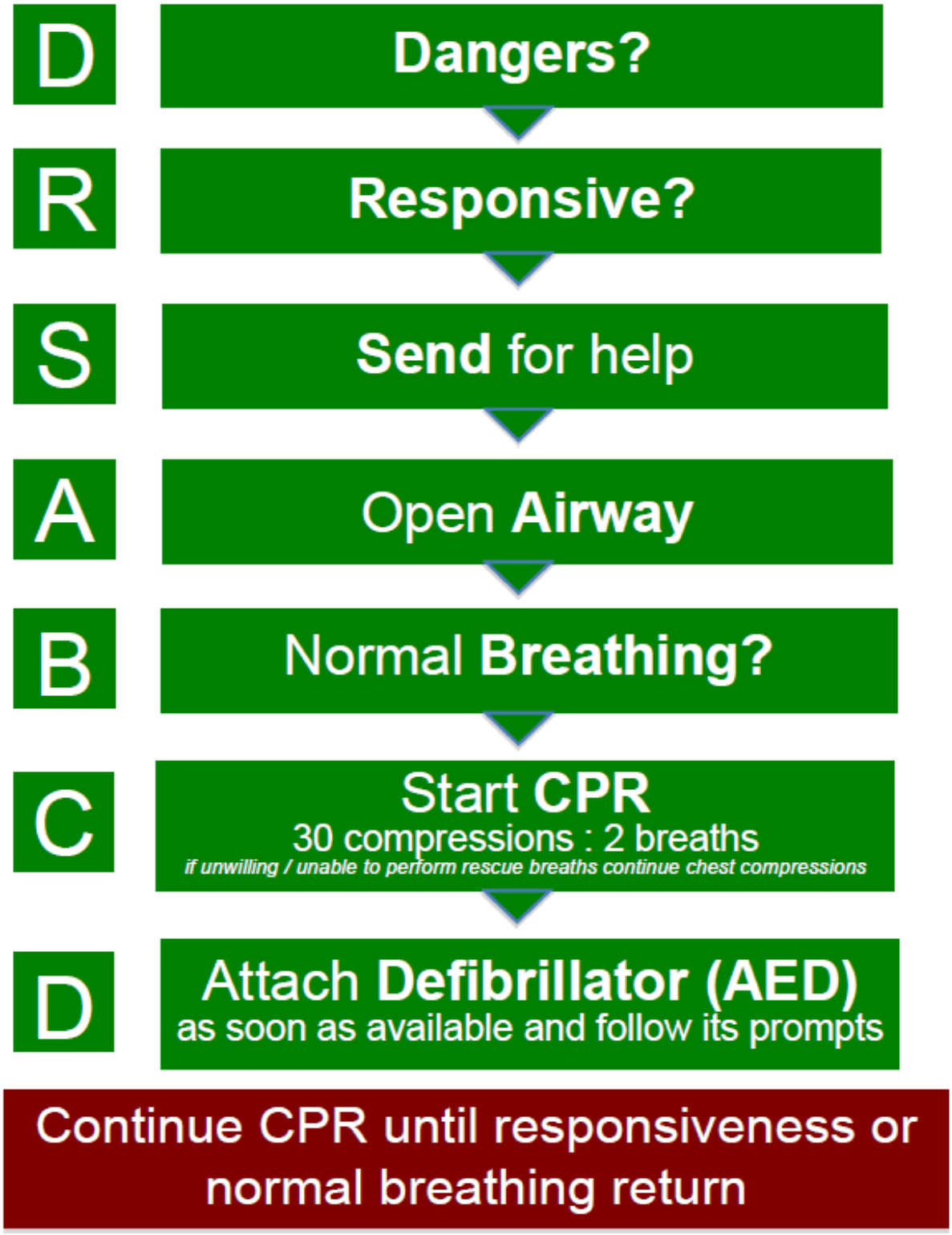
During or following a security threat or incident, the Project Director will (where relevant) communicate with Sydney Metro media liaison to provide assistance in response to any media enquiries. The Sydney Metro media liaison will be coordinate all media enquiries.

31 JUST CULTURE

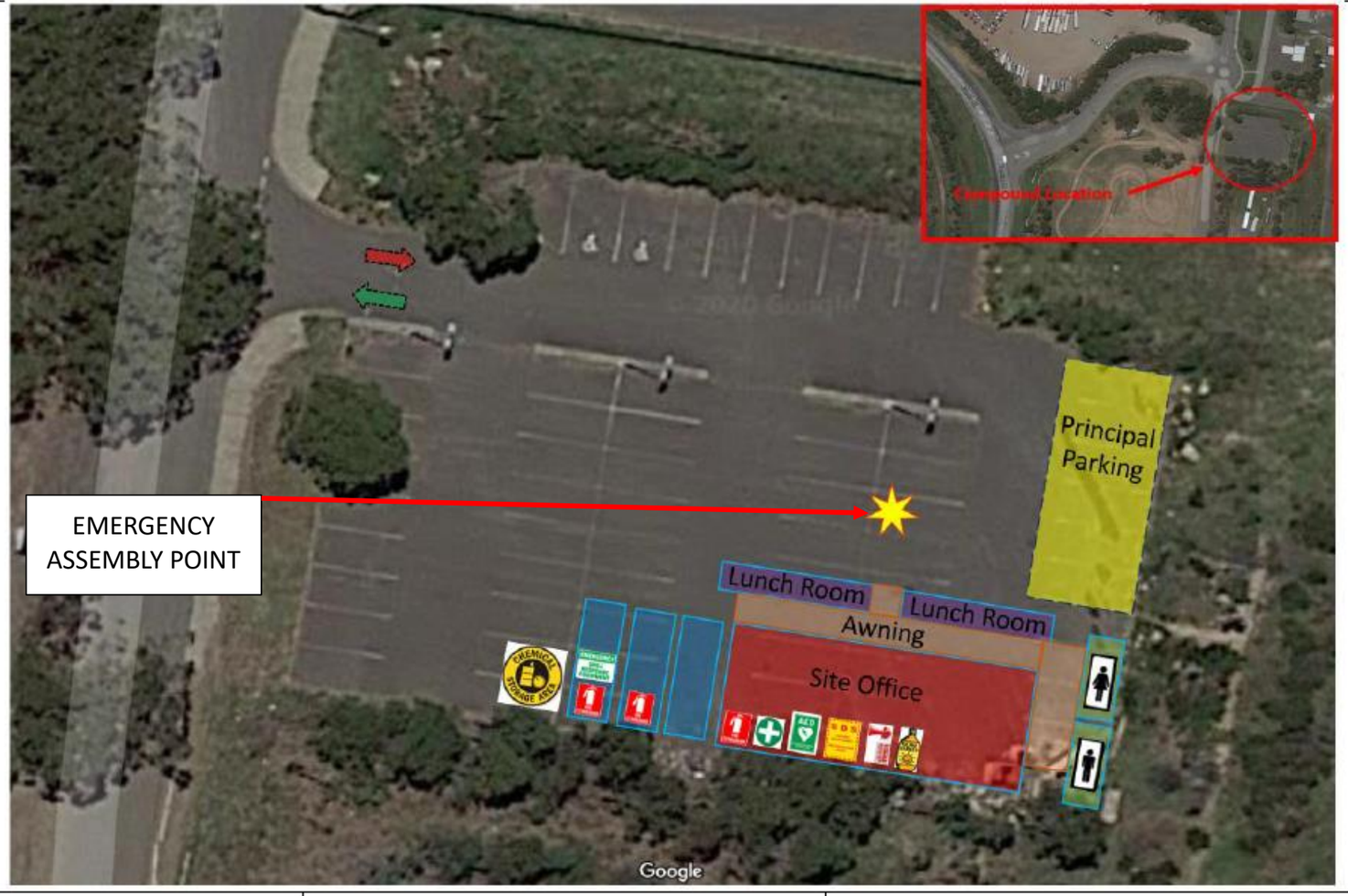
ACPL acknowledges the potential for our workers to make mistakes and drift into at risk behavioural choices. Therefore, the intention of our just culture model is to shift the focus from errors and outcomes to system design and behavioural choices.



32 DRSABC RESPONSE



33 SITE COMPOUND EMERGENCY ASSEMBLY POINT MAP



AMENITIES
Site Office, Lunch Room, Toilet, Container
First Aid Kit, Air Horn and Defibrillator located in site office. Spill Kit located in container.

LEGEND – BOUNDARIES AND AREAS
Dust Control Area, Exclusion Zone, Protect Vegetation, Rail Corridor, Principal Parking, Site Boundary, Heritage Curtilage, Lay Down Area, North, Refuelling Area

CONTROLS AND DEVICES
Retain Tree, Remove Tree, Sand Bags, Silt Fence, Drain Protection, Geotextile, Emergency Ass. Point, Concrete Washout, Stockpile, Stabilised Entry/Exit, Hay Bale/Mulch Stockade, Fence
Toilets, First Aid Kit, SDS Location, Fire Extinguisher
Auto External Defibulator, Air Horn, Spill Kit, Sunscreen
Chemical Storage Area, Contractor Parking

WORKING HOURS
Monday to Friday – 7am to 5pm
Saturday – 7am to 1pm
No work on Sunday's or Public Holidays

NOISE
High noise activities to be limited where possible and nearby residential noise receptors will be marked on this plan.

OUT OF HOURS WORK
Unless otherwise approved no work outside the allowable hours is permitted.

SITE INDUCTION
All personnel are required to undergo basic environmental training contained within the site specific induction.

EARTHWORKS CONTROLS
- All vegetated areas will remain undisturbed as long as possible.
- Generally, all stockpiles will be covered when not for immediate use or extended periods. Silt fencing around stockpiles will be constructed as per plans.
- All disturbed areas will be fenced off and have sediment controls at the end of each shift.
- Entry and exit points will be stabilised where possible to minimise dirt/mud tracking onto roadways.
- All environmental controls will be installed as per the "Blue Book"
- All excavated material shall be classified prior to disposal off site.
- Contaminated materials will be marked on this plan and procedure in CEMP followed for testing and disposal of waste.

PEDESTRIAN / TRAFFIC CONTROL
- All traffic control will be deployed as per the approved TMP for the site.
- All pedestrian traffic will be moved to clearly marked routes with approved way-finding signage.
- All traffic control will be implemented by a specialist contractor.

BOUNDARY / EXCLUSION ZONES
- All areas marked as exclusion/Boundary zones (incl. tree protection zones) shall be clearly marked on the above plans.

COMMUNITY LIAISON
- All public/community complaints and enquires shall be directed to the <insert where complaints are to be directed>
- Public notification signs shall be placed on site boundary fences. The local community shall be notified 7 days prior to starting work.

TRAFFIC DEVICES/CONTROLS – As per TCP's No.
ROADWORK AHEAD, FOOTPATH CLOSED, USE OTHER FOOTPATH, PREPARE TO STOP
Vehicles In Route, Vehicles Out Route, Resident Access

PROJECT START / FINISH: Oct. 2020 – Dec. 2021

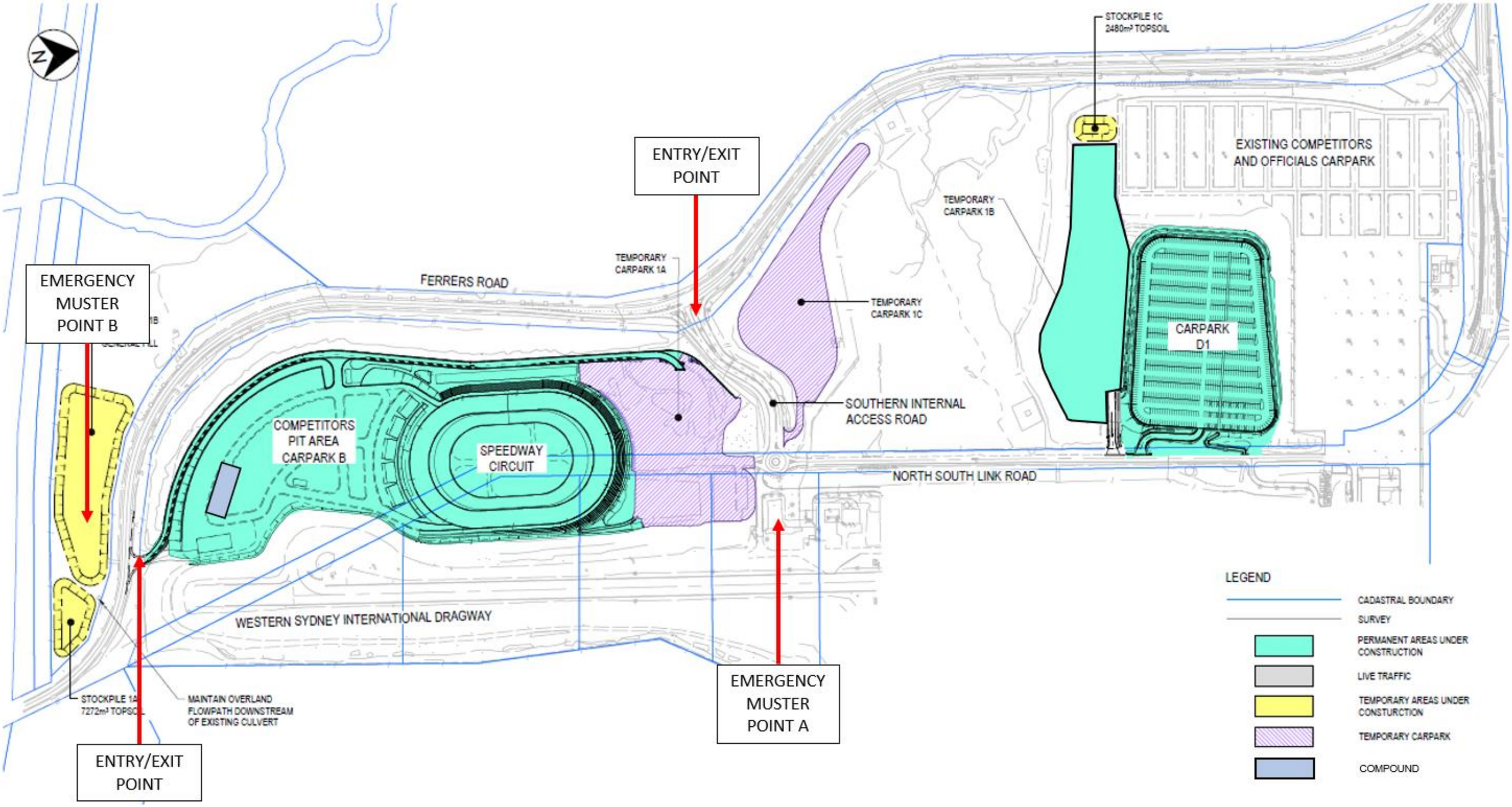
THIS LAYOUT SHALL BE DISPLAYED IN A PROMINENT POSITION ON SITE FOR VIEWING BY ALL PERSONNEL

ABERGELDIE COMPLEX INFRASTRUCTURE
WHS020-F05
Issue Date: Mar/2016

SYDNEY SPEEDWAY SITE LAYOUT & ENVIRONMENTAL CONTROL MAP (ECM)

Address: Ferrers Road, Eastern Creek	**CLIENT: SYDNEY METRO**		**Emergency Site Contacts**	
	Environment, Safety and Quality Managers		Site Superintendent – Daniel McPherson	0438 709 301
DATE: 28/10/2020	Enviro: Kelie Pittaway	TBA	Earthworks Engineer - Peter Ryan	0425 233 149
Revision # 0	Safety: Kenneth Iles	0427 316 466	Structures Engineer – Devek Naidu	0459 025 107
Drawn By: Anthony Chantery	Quality: Karl Sternecker	0403 938 242	Utilities Engineer – Anthony Chantery	0439 796 718

34 EMERGENCY MUSTER POINT MAP



35 APPENDIX A – INCIDENT MANAGEMENT PROCEDURE

For the purposes of this Emergency Response and Incident Management Plan references to the following roles in the attached ***WHS010 Incident Management Procedure*** will be interpreted as the following:

- **Project Manager** shall be the equivalent of **Construction Manager**
- **Construction Manager** shall be the equivalent of **Project Director**

36 APPENDIX B – CRISIS MANAGEMENT PLAN

37 APPENDIX C – BUSH FIRE MANAGEMENT PLAN

37 APPENDIX M – MCoA

Infrastructure approval

Section 5.19 of the *Environmental Planning* & *Assessment Act 1979*

I grant approval to the carrying out of the State significant infrastructure (SSI) referred to in Schedule 1, subject to the conditions in Schedule 2.

The Hon. Rob Stokes MP
Minister for Planning and Public Spaces

Sydney 23rd December, 2020

SCHEDULE 1

Application no.:	SSI 10048
Proponent:	Sydney Metro
Approval Authority:	Minister for Planning and Public Spaces
Land:	Lot 1 DP 1077822; Lots A, B & C DP 408966; and Lot 2 DP 1062965
Description of State Significant Infrastructure:	Construction and operation of the Sydney International Speedway including: • A speedway racetrack for cars and bikes • Pit area and new access from Ferrers Road • A grandstand and open terraced seating • Ticketing infrastructure for both the Speedway and adjoining motorsport facilities • New carparking locations for use by Sydney International Speedway and adjoining motorsport facility patrons, and • Operational support infrastructure, including a stormwater management system and mesh dust management screens. •
Declaration as State Significant Infrastructure	The proposal is State Significant Infrastructure by virtue of Schedule 4, clause 6 of *State Environmental Planning Policy (State and Regional Development) 2011.*

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DEFINITIONS

The definitions below apply to terms used in this approval, unless otherwise stated or the context indicates otherwise.

Table 1: Definitions relevant to all SSI projects

Tenn	Definition
Aboriginal object	The same meaning as in the *National Parks and Wildlife Act 1974* **(NSW).**
Ancillary facility	A temporary facility for construction of the SSI including an office and amenities compound, construction compound, material crushing and screening plant, materials storage compound, maintenance workshop, testing laboratory and material stockpile area
	Australian and New Zealand Environment and Conservation Council
ANZECC	Amendment Report submitted to the Planning Secretary under clause 192 of the *Environmental Planning and Assessment Regulation 2000*
AR	Includes building treatments and courtyard walls. Building treatments may include but are not limited to ventilation, glazing, window and door seals, sealing of vents and underfloor areas, shutters and secondary glazing
At-property treatment	Culturally and Linguistically Diverse
	Construction Environmental Management Plan
CALO	The date upon which construction is completed and all construction related requirements of the Planning Secretary (if any) have been met. If construction is staged, completion of construction is the date upon which construction is completed and all construction related
CEMP	
Completion of construction	requirements of the Planning Secretary (if any) have been met, in respect of all stages of construction
Construction	Includes all work required to construct the SSI as described in the documents listed in **Condition A1,** including commissioning trials of equipment and temporary use of any part of the SSI, but excluding the following **Low Impact Work** which has commenced prior to approval of the CEMP. (a) survey work including carrying out general alignment survey, installing survey controls (including installation of global positioning systems (GPS)), installing repeater stations, carrying out surveys of existing and future utilities and building and road dilapidation surveys; investigations including investigative drilling, contamination investigations and excavation; (b) operation of ancillary facilities if the ER has determined the operational activities will have minimal impact on the environment and community; (c) minor clearing and relocation of native vegetation, as identified in the documents listed in **Condition A1;** installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments; (d) property acquisition adjustment work including installation of property fencing, and relocation and adjustments of utilities to property including water supply and electricity; (e) (f)

Term	Definition
	(g) relocation and connection of utilities where the relocation or connection has a minor impact to the environment as determined by the ER; (h) archaeological testing under the *Code of practice for archaeological investigation of Aboriginal objects in* ***NSW*** *(DECCW, 2010)* or archaeological monitoring undertaken in association with [(a)]-[(h)] above to ensure that there is no impact on heritage items; (i) other activities determined by the ER to have minimal environmental impact which may include construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access; and maintenance of existing buildings and structures required to facilitate the carrying out of the SSI. **U)** However, where heritage items on the State heritage register, areas of known or expected archaeological potential, or threatened species or threatened ecological communities (within the meaning of the *Biodiversity Conservation Act 2016)* are affected by any low impact work, that work is construction, unless otherwise determined by the Planning Secretary in consultation with EESG, Heritage NSW or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation). Where low impact works have already commenced, these are considered to remain as low impact works and are managed in accordance with the framework under which they commenced.
Construction Boundary	The area physically affected by work as described in the documents listed in **Condition A1**
Council	Blacktown City Council
DAWE	Commonwealth Department of Agriculture, Water and Environment (former Department of the Environment and Energy)
Department	NSW Department of Planning, Industry and Environment
DECC	Former NSW Department of Environment and Climate Change
EESG	Environment, Energy and Science Group of the Department of Planning, Industry and Environment (former **NSW** Office of Environment and Heritage)
EIS	The Environmental Impact Statement submitted to the Planning Secretary seeking approval to carry out the development described in it, as revised if required by the Planning Secretary under the EP&A Act, and including any additional information provided by the Proponent in support of the application for approval of the project
EMS	Environmental Management System
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence under the POEO Act
ER	The Environmental Representative for the SSI
Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings

Term	Definition
Environmental Representative Protocol	The document of the same title published by the Department of Planning and Environment dated October 2018
Heavy Vehicle	Has the same meaning as in the *Heavy Vehicle National Law (NSW)*
Heritage item	A place, building, work, relic, archaeological site, tree, movable object or precinct of heritage significance, that is listed under one or more of the following registers: the State Heritage Register under the *Heritage Act 1977* (NSW), a state agency heritage and conservation register under section 170 of the *Heritage Act 1977* **(NSW),** a Local Environmental Plan under the EP&A Act, the World, National or Commonwealth Heritage lists under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth), and an "Aboriginal object" or "Aboriginal place" as defined in section 5 of the *National Parks and Wildlife Act 1974* (NSW)
Heritage NSW	Heritage NSW, Department of Premier and Cabinet
Highly noise affected	As defined in the Interim Construction Noise Guideline (DECC, 2009)
Highly noise intensive works	Works which are defined as annoying under the Interim Construction Noise Guideline (DECC, 2009) including: (a) use of power saws, such as used for cutting timber, rail lines, masonry, road pavement or steel work; **(b)** grinding metal, concrete or masonry; (c) rock drilling; (d) line drilling; (e) vibratory rolling; (f) bitumen milling or profiling; (g) jackhammering, rock hammering or rock breaking; and **(h)** impact piling
ICNG	Interim Construction Noise Guideline (DECC, 2009)
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance with the terms of this approval. ***Note:*** *"material harm" is defined in this approval.*
Land	Has the same meaning as the definition of the term in section 1.4 of the EP&AAct
Landowner	Has the same meaning as "owner" in the *Local Government Act 1993* and in relation to a building means the owner of the building
LOTE	Language Other than English
Local road	Any road that is not defined as a classified road under the *Roads Act 1993*

Term	Definition
Material harm	is harm that: (a) involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial, or (b) results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding $10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).
Minister	NSW Minister for Planning and Public Spaces
NML	Noise Management Level as defined in the *Interim Construction Noise Guideline* (DECC, 2009)
NSW Heritage Council	Heritage Council of NSW (or delegate)
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval
OEMP	Operational Environmental Management Plan
Operation	The carrying out of the SSI (whether in full or in part) upon the completion of construction. *Note: There may be overlap between the carrying out of construction and operation if the phases of the development are staged. Commissioning trials of equipment and temporary use of any part of the SSI are within the definition of construction.*
Planning Secretary	Planning Secretary of the Department (or nominee, whether nominated before or after the date on which this approval was granted)
POEOAct	*Protection of the Environment Operations Act 1997* (NSW)
Proponent	The person identified as such in Schedule 1 of this approval and any other person carrying out any part of the SSI from time to time
Relic	Has the same meaning as the definition of the term in section 4 of the *Heritage Act 1977* (NSW)
RAPs	Registered Aboriginal Parties
Relevant roads authority	The same meaning as the roads authority defined in the Roads Act **1993 (NSW).**
Response to Submissions	The Proponent's response to issues raised in submissions received in relation to the application for approval for the SSI under the EP&A Act
SSI	The State Significant Infrastructure, as generally described in Schedule **1** of this approval, the carrying out of which is approved under the terms of this approval
Sensitive land uses	Includes residences, educational institutions (including preschools, schools, universities, TAFE colleges), health care facilities (including nursing homes, hospitals), religious facilities (including churches), childcare centres and passive recreation areas (including outdoor grounds used for teaching). Receivers that may be considered to be sensitive include commercial premises (including film and television studios, research facilities, entertainment spaces, temporary accommodation such as caravan parks and camping grounds, restaurants, office premises, and retail spaces), and industrial premises as identified by the Planning Secretary

Term	Definition
SES	NSW State Emergency Services
TMC	Transport Management Centre for NSW
Tree	Long lived woody perennial plant greater than (or usually greater than) 3 metres in height with one or relatively few main stems or trunks (AS4373-2007 Pruning of amenity trees)
Unexpected heritage find	An object or place that is discovered during the carrying out of the SSI and which may be a heritage item but was not identified in the documents listed in **Condition A1** or suspected to be present. An unexpected heritage find does not include human remains.
Work	Any physical work for the purpose of the SSI including construction and low impact work

SUMMARY OF REPORTING REQUIREMENTS

Reports and notifications that must be provided to the Planning Secretary under the terms of this approval are listed in **Table 2.** Note that under **condition A9** of this approval the Proponent may seek the Planning Secretary's agreement to a later timeframe for submission (other than in relation to the immediate written notification of an incident required under **condition A9).**

Table 2: Reports and Notifications that must be submitted to the Secretary

Condition	Report / Notification	Timing[1]	Purpose
Part A - Administrative			
A10	Staging Report	One month before commencement of construction (or operation if only staged operation is proposed) of the first of the proposed stages	Information
A19	Environmental Representative	Must be sought one month before the commencement of works	Approval
A22(i)	Environmental Representative reports	Within seven days following the end of each month for the duration of the ER's engagement	Information
A32	Independent Audit Reports	In accordance with the timeframes set out in the Independent Audit Post Approval Requirements (2020)	Information
A34	Written notification of incident	Immediately upon becoming aware of the incident. Subsequent written notification and an incident report are required seven days after the Proponent became aware of the incident and 30 days after the date on which the incident occurred, respectively	Information
Part B - Communication Information and Reporting			
B2	Complaints management system	Before the commencement of any work	Information
B5	Complaints Register	upon request from the Planning Secretary	Information
Part D - Operation Environmental Management			
D6/D7	OEMP and sub plans or EMS	One month before the commencement of operation	Information
Part E – Key Issues			
Traffic and Transport			
E6	Road Safety Audits	Upon request of the Planning Secretary	Information
Heritage			
E19	Unexpected Heritage Finds and Humans Remains Procedure	Two weeks before commencement of construction	Information
E21	Details of unexpected heritage finds	No later than 12 months after the completion of work if unexpected heritage finds are found	Information

[1] Where a project is staged, all required approvals must be obtained before the commencement of the relevant stage.

Condition	Report / Notification	Timing[1]	Purpose
Noise and Vibration			
E31	Report on non-implementation of operational noise mitin::itinn mo-:,c,, m:>o::	Before commencement of work that would impact identified sensitive receivers	Information
E32	Operational Noise Compliance Report	Within 60 days of completing the operational monitoring	Information
Soils			
E39	Site Audit Statement	One month before the commencement of operation	Information

Note: This Table 3 is not a term of this approval. If there is an inconsistency between a requirement in Table 3 and a requirement in a condition, the requirement of the condition prevails.

SCHEDULE 2

PART A

ADMINISTRATIVE CONDITIONS

GENERAL

A1 The Proponent must carry out the SSI in accordance with the terms of this approval and generally in accordance with the:

(a) *Sydney International Speedway- Environmental Impact Statement Volume 1 & 2* (the EIS) (dated August 2020);

(b) *Sydney International Speedway – Submissions Report* (the Submissions Report, dated November 2020); and

(c) *Sydney International Speedway-Amendment Report* (the AR, dated November 2020).

The SSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in in accordance with the documents listed in **Condition A1** unless otherwise specified in, or required under, this approval.

A2

In the event of an inconsistency between:

(a) the terms of this approval and any document listed in **Condition A1** inclusive, the terms of this approval will prevail to the extent of the inconsistency; and

(b) any document listed in **Condition A1** inclusive, the most recent document will prevail to the extent of the inconsistency.

A3

Note: *For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.*

A4 In the event that there are differing interpretations of the terms of this approval, including in relation to a condition of this approval, the Planning Secretary's interpretation is final.

A5 The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to:

(a) the environmental performance of the SSI;

(b) any document or correspondence in relation to the SSI;

(c) any notification given to the Planning Secretary under the terms of this approval;

(d) any audit of the construction or operation of the SSI;

(e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval);

(f) the carrying out of any additional monitoring or mitigation measures; and

(g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.

A6 Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Planning Secretary with the document. The evidence must include:

(a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval;

(b) a log of the dates of engagement or attempted engagement with the identified party and a summary of the issues raised by them;

(c) documentation of the follow-up with the identified party(s) where feedback has not been provided to confirm that they have none or have failed to provide feedback after repeated requests;

(d) outline of the issues raised by the identified party and how they have been addressed; and

(e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.

A7 This approval lapses five (5) years after the date on which it is granted, unless work has physically commenced on or before that date.

AS References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this approval.

A9 Any document that must be submitted within a timeframe specified in or under the terms of this approval may be submitted within a later timeframe agreed with the Planning Secretary. This condition does not apply to the immediate written notification required in respect of an incident under **Condition A34.**

STAGING

A10 The SSI may be constructed and operated in stages. Where staged construction or operation is proposed, a **Staging Report** (for either or both construction and operation as the case may be) must be prepared and submitted to the Planning Secretary for information. The **Staging Report** must be submitted to the Planning Secretary for information no later than one month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one month before the commencement of operation of the first of the proposed stages of operation).

A11 The **Staging Report** must:

(a) if staged construction is proposed, set out how the construction of the whole of the SSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish;
(b) if staged operation is proposed, set out how the operation of the whole of the SSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant);
(c) specify the relevant conditions that apply to each stage and how compliance with conditions will be achieved across and between each of the stages of the SSI; and
(d) set out mechanisms for managing any cumulative impacts arising from the proposed staging.

A12 The SSI must be staged in accordance with the **Staging Report,** as submitted to the Planning Secretary.

A13 Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage.

A14 Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Planning Secretary for information.

ANCILLARY FACILITIES

Ancillary facilities

A15 Ancillary facilities that are not identified by description and location in the documents listed in **Condition A1** can only be established and used in each case if:

(a) they are located within or immediately adjacent to the construction boundary; and
(b) they are not located next to a sensitive receiver (including where an access road is between the facility and the receiver), unless the sensitive receiver landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location; and

(c) they have no impacts on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and
(d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.

Note: *This condition does not apply to any facilities or work that are exempt or complying development, established prior to the commencement of construction under this approval or minor construction ancillary facilities established under* ***Condition A17.***

Use of Construction Ancillary Facilities

A16 The use of a construction ancillary facility for construction must not commence until the **CEMP** required by **Condition C1,** relevant **CEMP Sub-plans** required by **Condition C3** and relevant **Construction Monitoring Programs** required by **Condition CB** have been approved by the **ER.** This condition does not apply to **Condition A17** or where the use of a construction ancillary facility is Low Impact Work.

Minor Construction Ancillary Facilities

A17 Lunch sheds, office sheds, portable toilet facilities, and the like, can be established where they satisfy the following criteria:

(a) are located within the construction boundary or adjacent to the construction boundary; and
(b) have been assessed by the **ER** to have -
  (i) minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the *Interim Construction Noise Guideline* (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and
  (ii) minimal environmental impact with respect to waste management and flooding, and
  (iii) no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.

Boundary screening

A18 Boundary screening must be erected around the construction boundary and all ancillary facilities that are adjacent to sensitive receivers for the duration of construction of the SSI unless otherwise agreed with relevant Council, and affected residents, business operators or landowners.

ENVIRONMENT REPRESENTATIVE

A19 Work must not commence until an **Environmental Representative (ER)** has been approved by the Planning Secretary and engaged by the Proponent.

A20 The proposed **ER** must be a suitably qualified and experienced person who was not involved in the preparation of the documents listed in **Condition A1,** and is independent from the design and construction personnel for the SSI and those involved in the delivery of it.

A21 The Proponent may engage more than one **ER** for the SSI, in which case the functions to be exercised by an **ER** under the terms of this approval may be carried out by any **ER** that is approved by the Planning Secretary for the purposes of the SSI. The **ER** must meet the requirements of the Environmental Representative Protocol (Department of Planning and Environment, October 2018). The appointment of the **ER** must have regard to the Department's guideline Seeking approval from the Department for the appointment of independent experts (OPIE, 2020).

A22 For the duration of the work until the commencement of operation, or as agreed with the Planning Secretary, the approved **ER** must:

(a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the SSI;

(b) consider and inform the Planning Secretary on matters specified in the terms of this approval;
(c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community;
(d) approve documents and any updates to documents identified in **Conditions A10, C1, C3** and CS and any other documents that are identified by the Planning Secretary, after verifying all relevant matters set out in this approval pertaining to those documents have been met, and make a written statement to the Planning Secretary to this effect;
regularly monitor the implementation of the documents listed in **Conditions A10, C1, C3** and CS to ensure implementation is being carried out in accordance with the document and the terms of this approval;
(e) as may be requested by the Secretary, help plan, attend or undertake audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under **Condition A29** of this approval;
as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints received directly by the Department;
(f) consider the impacts of minor ancillary facilities comprising lunch sheds, office sheds and portable toilet facilities as reguired by **Condition A17** of this approval; and
prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an **Environmental Representative Monthly Report** providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The **Environmental Representative Monthly Report** must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the SSI, or as otherwise agreed by the Planning Secretary.
(g)
(h)
(i)

A23 The Proponent must provide the **ER** with all documentation requested by the **ER** in order for the **ER** to perform their functions specified in **Condition A22** (including preparation of the **ER** monthly report), as well as:

(a) the complaints register (to be provided on a weekly basis or as requested); and
(b) a copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be provided to the **ER** before the commencement of the subject work).

The Planning Secretary may at any time commission an audit of an **ER's** exercise of its functions under **Condition A22.** The Proponent must:

A24 (a) facilitate and assist the Planning Secretary in any such audit; and
(b) make it a term of their engagement of an **ER** that the **ER** facilitate and assist the Planning Secretary in any such audit.

COMPLIANCE REPORTING REQUIREMENTS

A25 Compliance Reports of the project must be carried out in accordance with the *Compliance Reporting Post Approval Requirements* (2020).

A26 Notwithstanding the requirements of the *Compliance Reporting Post Approval Requirements* (2020), the Planning Secretary may approve a request for ongoing independent operational compliance reports to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that an operational compliance report has demonstrated operational compliance.

NOTIFICATION OF COMMENCEMENT

A27 The Department must be notified in writing of the dates of commencement of construction and operation at least two (2) weeks before those dates.

A28 If the construction or operation of the SSI to be staged, the Department must be notified in writing at least one month before the commencement of each stage, of the date of the commencement of that stage.

AUDITING

A29 Independent Audits of the development must be conducted and carried out in accordance with the *Independent Audit Post Approval Requirements (2020).*

A30 Proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the commencement of an Independent Audit.

A31 The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified in the *Compliance Reporting Post Approval Requirements (2020)* , upon giving at least four weeks' notice (or timing as stipulated by the Planning Secretary) to the Proponent of the date upon which the audit must be commenced.

A32 Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary within two months of undertaking the independent audit site inspection as outlined in the *Independent Audit Post Approval Requirements (2020),* unless otherwise agreed by the Planning Secretary.

Notwithstanding the requirements of the *Independent Audit Post Approval Requirements (2020),* the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.

A33

INCIDENT NOTIFICATION, REPORTING AND RESPONSE

A34 The Planning Secretary must be notified in writing via the Major Projects Website immediately after the Proponent becomes aware of an incident. The notification must identify the SSI (including the application number and the name of the SSI if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix A.

NON-COMPLIANCE NOTIFICATION

A35 The Planning Secretary must be notified in writing via the Major Projects Website within seven days after the Proponent becomes aware of any non-compliance.

A36 A non-compliance notification must identify the SSI and the application number for it, set out the condition of approval that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be undertaken to address the non-compliance.

Note: *A non-compliance which has been notified as an incident does not need to also be notified as* a *non-compliance.*

IDENTIFICATION OF WORKFORCE AND COMPOUNDS

A37 The SSI name, application number, telephone number, postal address and email address required under **Condition B3** of this approval must be available on site boundary fencing / hoarding at each ancillary facility subject to **Conditions A15, A16 and A18** before the commencement of construction. This information must also be provided on the website required under **Condition B6.**

PARTB

COMMUNITY INFORMATION AND REPORTING

COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT

Communication Strategy

B1 The **Overarching Community Communications Strategy** as provided in the documents listed **Condition A1** must be implemented until the project is handed over to the Western Sydney Parklands Trust.

COMPLAINTS MANAGEMENT SYSTEM

B2 A **Complaints Management System** must be prepared and implemented before the commencement of any work and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the SSI.

B3 The following information must be available to facilitate community enquiries and manage complaints before the commencement of work and for 12 months following the completion of construction:

(a) a 24- hour telephone number for the registration of complaints and enquiries about the SSI;
(b) a postal address to which written complaints and enquires may be sent;
(c) an email address to which electronic complaints and enquiries may be transmitted; and
(d} a process for complaints unable to be resolved.

This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.

B4 A Complaints Register must be maintained recording information on all complaints received about the SSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the:

(a) number of complaints received;
(b) number of people in the household affected in relation to a complaint;
(c) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; and
(d) means by which the complaint was addressed and whether resolution was reached, with or without mediation.

B5 The **Complaints Register** must be provided to the Planning Secretary upon request, within the timeframe stated in the request. Personal details of complainants must be provided where this is consistent with the Proponent's privacy statement, notice or policy.

Note: Complainants must be advised that the Complaints Register may be forwarded to Government agencies to allow them to undertake their regulatory duties.

PROVISION OF ELECTRONIC INFORMATION

B6 A website or webpage providing information in relation to the SSI must be established before commencement of work and maintained for the duration of construction, and for a minimum of 12 months following the completion of all stages of construction. Up-to-date information (excluding confidential, private and/or commercial information or other documents as agreed to by the Planning Secretary) must be published before the relevant work commencing and maintained on the website or dedicated pages including:

(a) information on the current implementation status of the SSI;

(b) a copy of the documents listed in **Condition A1** and **Condition A2** of this approval, and any documentation relating to any modifications made to the SSI or the terms of this approval;
(c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval, or links to the referenced documents where available;
(d) a copy of each statutory approval, licence or permit required and obtained in relation to the SSI, or where the issuing agency maintains a website of approvals, licences or permits, a link to that website;
(e) a current copy of each document required under the terms of this approval, which must be published within one week of its approval or before the commencement of any work to which they relate or before their implementation, as the case may be; and
(f) a copy of the compliance and audit reports required under **Condition A25,** and **Conditions A29 and A31** of this approval.

PARTC

CONSTRUCTION ENVIRONMENTAL MANAGEMENT

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

C1 A**Construction Environmental Management Plan (CEMP)** must be prepared in accordance with the Construction Environmental Management Framework (CEMF) included in the documents listed in**Condition A1** to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in**Condition A1** will be implemented and achieved during construction.

C2 The**CEMP** must be prepared and submitted to the **ER** for approval no later than one (1) month before the commencement of construction, unless otherwise agreed by the ER. Where construction is staged, submission must be no later than one (1) month before the commencement of that stage, unless otherwise agreed by the ER.

C3 The following**CEMP Sub-plans** must be prepared in consultation with the relevant government agencies identified for each**CEMP Sub-plan:**

Table 3 CEMP Sub-plans

	RequiredCEMP Sub-plan	**Relevant government agencies to be consulted for eachCEMP Sub-plan**
(a)	Traffic and Transport	Relevant Road Authorities, Western Sydney Parklands Trust
(c)	Flora and Fauna	EESG, Western Sydney Parklands Trust and Council
(d)	Air Quality (inc. dust)	Western Sydney Parklands Trust, WaterNSW and Council
(e)	Soil and Surface Water	EESG, Western Sydney Parklands Trust, Sydney Water, WaterNSW and Council

C4 The**CEMP Sub-plans** must be prepared in accordance with the**CEMF.**

CS Details of all issues raised by an agency relevant to development of a **CEMP Sub-plan** as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant**CEMP Sub-Plan.**

C6 Any of the **CEMP Sub-plans** may be submitted to the **ER** along with, or subsequent to, the submission of the**CEMP** but in any event, no later than one (1) month before construction, unless as otherwise agreed by the ER.

C7 Construction must not commence until the**CEMP** and all**CEMP Sub-plans** have been approved by the ER. The**CEMP** and**CEMP Sub-plans,** as approved by the **ER,** including any amendments approved by the **ER** must be implemented for the duration of construction. Where construction of the SSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been approved by the **ER.**

CONSTRUCTION MONITORING PROGRAMS

C8 The following **Construction Monitoring Programs** must be prepared in consultation with the relevant government agencies identified for each to compare actual performance of construction of the SSI against the performance predicted in the documents listed in**Condition A1** or in the **CEMP:**

Table 4 - Construction Monitoring Programs

	Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program
(a)	Dust	Western Sydney Parklands Trust, WaterNSW, and Council
(b)	Soil and Water	Western Sydney Parklands Trust, Sydney Water, Council

C9 Each **Construction Monitoring Program** must provide:

(a) details of baseline data available;
(b) details of baseline data to be obtained and when;
(c) details of all monitoring of the project to be undertaken;
(d) the parameters of the project to be monitored;
(e) the frequency of monitoring to be undertaken;
(f) the location of monitoring;
(g) the reporting of monitoring results;
(h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory;
(i) any consultation to be undertaken in relation to the monitoring programs; and
U) details of all information requested by an agency including copies of all correspondence from those agencies.

C10 The **Construction Monitoring Programs** must be submitted to the **ER** for approval at least one (1) month before the commencement of construction, unless otherwise agreed by the ER.

C11 Construction must not commence until the **ER** has approved all of the required **Construction Monitoring Programs,** and all relevant baseline data for the specific construction activity has been collected, unless otherwise agreed by the Planning Secretary.

C12 The **Construction Monitoring Programs,** as approved by the **ER** must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.

C13 The results of the **Construction Monitoring Programs** must be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a **Construction Monitoring Report** at the frequency identified in the relevant **Construction Monitoring Program.**

Note: *Where* a *relevant* ***CEMP Sub-plan*** *exists, the relevant* ***Construction Monitoring Program*** *may be incorporated into that* ***CEMP Sub-plan.***

PARTD

OPERATIONAL ENVIRONMENTAL MANAGEMENT

OPERATIONAL ENVIRONMENTAL MANAGEMENT

D1 An **Operational Environmental Management Plan (OEMP)** must be prepared in accordance with the *Environmental Management Plan Guideline for Infrastructure Projects (Department Planning, Industry and Environment 2020).* The OEMP must detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in **Condition A1** will be implemented and achieved during operation. This condition **(ConditionD1)** does not apply if **ConditionD2** of this approval applies.

D2 An **OEMP** is not required for the SSI if the Proponent has an **Environmental Management System (EMS)** or equivalent as agreed with the Planning Secretary, and demonstrates, to the satisfaction of the Planning Secretary, that through the **EMS** or equivalent:

(a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in **Condition A1,** and specified relevant terms of this approval can be achieved;
(b) issues identified through ongoing risk analysis can be managed; and
(c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation.

D3 Where an **OEMP** is required, the Proponent must include the following **OEMP Sub-plans** in the **OEMP:**

Table 5 OEMP Sub-plans

	Required OEMP Sub-plan	Relevant government agencies to be consulted for each OEMP Sub-plan
(a)	Dust	Office of Sport and WaterNSW
(b)	Traffic and Transport	Relevant Road Authorities
(c)	Noise and Vibration	Council

Note: the Traffic and Transport sub-plan does not apply to major concurrent events with other venues in the motorsport precinct where a *Major Events Operation Plan (or other equivalent document) as required by* ***Condition EB*** *applies.*

D4 Each of the **OEMP Sub-plans** must include the information set out in **Condition D1** of this approval.

D5 The **OEMP Sub-plans** must be developed in consultation with relevant government agencies as identified in **ConditionD3.** Details of all information requested by an agency to be included in an **OEMP Sub-plan** as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant **OEMP Sub-Plan.**

D6 The **OEMP Sub-plans** must be submitted to the Planning Secretary as part of the **OEMP.**

D7 The **OEMP or EMS** or equivalent as agreed with the Planning Secretary, must be submitted to the Planning Secretary for information no later than one (1) month before the commencement of operation.

D8 The **OEMP or EMS** or equivalent as agreed with the Planning Secretary, as submitted to the Planning Secretary and amended from time to time, must be implemented for the duration of operation and the **OEMP or EMS** or equivalent must be made publicly available before the commencement of operation.

OPERATIONAL MONITORING PROGRAM

D9 The following **Operational Monitoring Programs** must be prepared in consultation with the relevant authorities identified for each **Operational Monitoring Program** to compare actual operational performance against predicted performance.

Table 6 Operational Monitoring Programs

	Required Operational Monitoring Programs	Relevant authority(s) and council(s) to be consulted for each Operational Monitoring Program
(a)	Dust	Office of Sport and WaterNSW
(b)	Traffic and Transport	Council and the Transport Management Centre

D10 Each operational monitoring program must include:

(a) details of baseline data;
(b) details of all monitoring of the project to be undertaken;
(c) the parameters of the project to be monitored;
(d) the frequency of monitoring to be undertaken;
(e) the location of monitoring;
(f) the reporting of monitoring and analysis results against relevant criteria;
(g) details of the methods that will be employed to analyse the monitoring data;
(h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and
(i) any consultation to be undertaken in relation to the monitoring programs.

D11 The **Operational Monitoring Program(s)** must be submitted to the Planning Secretary at least one month before the commencement of operation.

D12 Operation must not commence until the Planning Secretary has been provided with all of the required **Operational Monitoring Programs,** and all relevant baseline data has been collected.

D13 The **Operational Monitoring Programs** must be implemented for the duration identified in the terms of this approval. Where no duration is specified in this approval, they must be implemented for the duration specified in the relevant **Operational Monitoring Program** or as specified by the Planning Secretary, whichever is the greater.

D14 The results of the **Operational Monitoring Programs** must be submitted to the Planning Secretary, and relevant regulatory authorities, for information in the form of an **Operational Monitoring Report** at the frequency identified in the in the terms of this approval. Where no frequency is identified in this approval, the results must be submitted at the frequency identified in the relevant **Operational Monitoring Program.**

D15 Where a relevant **OEMP Sub-plan** exists, the relevant **Operational Monitoring Program** may be **incorporated** into that **OEMP Sub-plan.**

PARTE

KEY ISSUE CONDITIONS

TRAFFIC AND TRANSPORT

E1 All requests to Council for approval to use local roads, which are not identified for use in the documents listed in **Condition A1,** must include a traffic and pedestrian impact assessment, and a swept path analysis if requested. The findings of the traffic and pedestrian impact assessment must inform the Traffic and Transport **CEMP S ub-plan {Condition C3),** and:

(a) demonstrate that the use of local roads will not compromise the safety of the public and have no more than minimal amenity impacts;
(b) provide details as to the date of completion of the road dilapidation surveys for the subject local roads; and
(c) describe the measures that will be implemented to avoid where practicable, the use of local roads past schools, aged care facilities and childcare facilities during peak times for operation.

E2 Before use of Ferrers Road or any local road by a heavy vehicle for construction of the SSI, a **Road Dilapidation Report** must be prepared for the relevant road. A copy of the **Road Dilapidation Report** must be provided to the relevant Council within three weeks of completion of the survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the SSI.

E3 If damage to roads occurs as a result of the construction of the SSI, the Proponent must either (at the landowner's discretion):

(a) compensate the landowner for the damage so caused. The amount of compensation may be agreed with the landowner, but compensation must be paid even if no agreement is reached; or
(b) rectify the damage to restore the road to at least the condition it was in pre-construction (as identified in the **Road Dilapidation Report)** within 3 months after the completion of construction, or as agreed by the Planning Secretary.

E4 During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties within the Eastern Creek Motor Sports Precinct 5 as identified in the Western Sydney Parklands Plan of Management 2030. Disruptions must be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.

Road Safety

ES The SSI (including new or modified local roads, parking, pedestrian and cycle infrastructure) must be designed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management.

E6 An independent **Road Safety Audit** of detailed design plans of new or modified local road, parking, pedestrian and cycle infrastructure provided as part of the SSI must be undertaken by an appropriately qualified and experienced person before construction to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request.

EVENTS MANAGEMENT

E7 Scheduling of events (both minor, major and concurrent) must be managed to reduce noise, traffic and dust impacts.

E8 No concurrent events at the Sydney International Speedway and the Western Sydney International Dragway are permitted to occur until a Major Events Operations Plan (as identified in the documents listed in **Condition A1)** has been prepared to address traffic management, parking, noise and dust management. The plan must be implemented for all concurrent events.

AIR QUALITY

E9 In addition to the commitments to develop performance outcomes and mitigation measures for air quality specified in the documents listed in **Condition A1,** all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the SSI.

E10 The commitments to develop performance outcomes and mitigation measures for air quality specified in the documents listed in **Condition A1** must be implemented during construction and operation of the SSI to ensure the operational safety of the Western Sydney International Dragway.

Operational air quality mitigation measures as identified in the documents listed in **Condition A1** that will not be physically affected by work, must be established as soon as practicable during construction.

E11

BIODIVERSITY

E12 The clearing of native vegetation must be minimised with the objective of reducing impacts to threatened ecological communities and threatened species habitat.

Biodiversity Credits

E13 Before any vegetation clearing or tree removal that must be offset, the Proponent must purchase and retire Biodiversity credits specified in Table 1 below. The retirement of credits must be carried out in accordance with the offset rules of the *Biodiversity Conservation Act 2016* (BC Act). This can be achieved by:

(a) Biodiversity Stewardship Agreement under the BC Act; or
(b) making payments into an offset fund that has been established by the NSW Government; or
(c) providing suitable supplementary measures.

Table 7: Biodiversity Credits to be Retired

Credit Type	Number of credits
Ecosystem Credits	
Grey Box– Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion (Plant Community Type 849)– Moderate	1
Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion (Plant Community Type 850)- Poor	2

Credit Type	Number of credits
Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion (Plant Community Type 850) – Revegetation	1
Phragmites australis and *Typha orientalis* coastal freshwater wetlands of the Sydney Basin Bioregion (1071) – Drainage line	1

E14 The Proponent must submit evidence of the retirement of credits required by **Condition E13** to the Planning Secretary for information within one month of receiving the evidence of the retirement of credits and/or a certificate confirming payment under section 63 of the BC Act 2016 before any vegetation clearing or tree removal that must be offset.

FLOODING

E15 Measures identified in the documents listed in **Condition A1** to maintain or improve flood characteristics must be incorporated into the detailed design of the SSI. For the purposes of this condition, "maintain" means:

(a) a maximum increase in inundation levels upstream of the SSI of 50 mm in a 1**%** AEP rainfall event;
(b) no increase in flood inundation levels in the Warragamba Pipelines corridor;
(c) a maximum increase in inundation time of one hour in a 1**%** AEP rainfall event;
(d) no impact on emergency management; and
(e) no impact on essential services and infrastructure.

E16 **Condition E15(a)** does not apply in relation to detention of water between Carpark C and Carpark D as identified in the documents listed in **Condition A1** as a result of drainage changes to prevent overtopping of Ferrers Road in the 1**%** AEP event.

E17 Flood information developed during detailed design, such as flood reports, models and geographic information system outputs, and work as executed information from a registered surveyor certifying finished ground levels, the dimensions and finished levels of all structures constructed as part of the SSI within flood prone land, must be provided to the council, EESG and the SES in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the SSI. The Council, EESG and the SES must be notified in writing that the information is available no later than one (1) month following the completion of construction. Information requested by the Council, EESG or the SES must be provided no later than six (6) months following the completion of construction or within another timeframe agreed with the council, EESG and the SES.

HERITAGE

Unexpected Heritage Finds

E18 An **Unexpected Heritage Finds and Human Remains Procedure** must be prepared to manage unexpected heritage finds in accordance with any guidelines and standards prepared by the Heritage Council of NSW or Heritage NSW.

E19 The **Unexpected Heritage Finds and Human Remains Procedure** must be prepared by a suitably qualified and experienced heritage specialist and submitted to the Planning Secretary for information no later than two weeks before the commencement of construction.

E20 The **Unexpected Heritage Finds and Human Remains Procedure,** as submitted to the Planning Secretary, must be implemented for the duration of construction.

E21 If any unexpected heritage finds are identified during the work described in the documents listed in **Condition A1,** details of any archival recording, further historical research either undertaken, or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds), must be documented in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW. These details must be provided to the Planning Secretary and relevant Government agencies for information no later than 12 months after the completion of the work.

Note: Human remains that are found unexpectedly during the carrying out of work may be under thejurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.

NOISE AND VIBRATION

Land Use Survey

E22 A detailed land use survey must be undertaken to confirm sensitive land uses (including critical working areas such as operating theatres and precision laboratories) potentially exposed to construction noise and vibration, construction ground-borne noise and operational noise. The results of the survey must be included in the **Noise and Vibration Impact Statement** required by **Condition E27.**

Construction Hours

E23 Work must only be undertaken during the following construction hours:

(a) 7:00am to 6:00pm Mondays to Fridays, inclusive;
(b) 8:00am to 6:00pm Saturdays; and
(c) at no time on Sundays or public holidays.

Variation to Work Hours

E24 Notwithstanding **Conditions E23** work may be undertaken outside the hours specified in the following circumstances:

(a) **Emergencies,** including:
  (i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or
  (ii) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm.

On becoming aware of the need for emergency work in accordance with (a) the Proponent must notify the ER, the Planning Secretary and the EPA of the reasons for such work. The Proponent must use best endeavours to notify all noise and/or vibration affected sensitive receivers of the likely impact and duration of those work.

(b) **Low impact,** including:
  (i) construction that causes $L_{Aeq(15\ minute)}$ noise levels:
    - no more than 5 dB(A) above the rating background level at any residence in accordance with the *Interim Construction Noise Guideline* (DECC, 2009), or
    - no more than the 'Noise affected' noise management levels specified in Table 3 of the *Interim Construction Noise Guideline* (DECC, 2009) at other sensitive land uses; or
  (ii) construction that causes $L_{AFmax(1s\ minute)}$ noise levels no more than 15 dB(A) above the rating background level at any residence; or
  (iii) construction that causes:
    - continuous or impulsive vibration values, measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of *Assessing Vibration:* a *technical guideline* (DEC, 2006), or
    - intermittent vibration values measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of *Assessing Vibration:* a *technical guideline* (DEC, 2006);

(c) **By Agreement,** including:
(i) negotiated agreements with directly affected residents and sensitive land uses.

E25 Where a negotiated agreement is proposed in order to undertake out-of-hours work, the Proponent must identify appropriate respite periods for the out-of-hours work in consultation with the community at each affected location on a regular basis. This consultation must include (but not be limited to) providing the community with:

(a) a schedule of likely out-of-hours work for a period no less than three (3) months;
(b) the potential work, location and duration;
(c) the noise characteristics and likely noise levels of the work; and
(d) likely mitigation and management measures.

The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour work must be provided to the Planning Secretary upon request.

Highly Noise Intensive Work

E26 Highly noise intensive work that result in an exceedance of the applicable NML at the same receiver must only be undertaken:

(a) between the hours of 8:00 am to 6:00 pm Monday to Friday;
(b) between the hours of 8:00 am to 6:00 pm Saturday; and
(c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one (1) hour.

For the purposes of this condition, 'continuously' includes any period during which there is less than one (1) hour between ceasing and recommencing any of the work that is subject of this condition.

Construction Noise Management

E27 A detailed **Noise and Vibration Impact Statement** must be prepared based on realistic construction scenarios, plant and equipment, and site layout and include:
(a) rating background levels identified from background noise monitoring;
(b) noise management levels for each sensitive receiver;
(c) mitigation measures incorporated, including shielding effects of ancillary infrastructure or topography, and justification for selection where multiple options are available;
(d) comparison of impacts against the NMLs identified in (c);
(e) the extent of exceedances;
(f) the likelihood of sleep disturbance or impact to ecological processes (such as foraging or other activities of nocturnal species known to be present in Prospect Nature Reserve);
(g) the duration of work outside of standard construction hours;
(h) noise mitigation to be adopted and implemented

The detailed **Noise and Vibration Impact Statement** must be prepared in consultation with the relevant council and submitted to the **ER** one month prior to the commencement of construction, unless otherwise agreed by ER.

Noise and Vibration Mitigation

E28 Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria:

(a) construction 'Noise affected' noise management levels established using the *Interim Construction Noise Guideline* (DECC, 2009);
(b) vibration criteria established using the *Assessing vibration:* a *technical guideline* (DEC, 2006) (for human exposure); and
(c) BS 7385 Part 2-1993 *"Evaluation and measurement for vibration in buildings Part 2"* as they are "applicable to Australian conditions".

Any work identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the **Noise and Vibration Impact Statement.**

Note: The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction Noise Management Level.

Noise Mitigation - Operational Noise Mitigation Measures

E29 At-property treatment must be provided to the properties identified in Table 38 of the Noise and Vibration Technical Paper (dated July 2020), unless otherwise agreed by the Planning Secretary.

E30 Operational noise mitigation measures as identified in the documents listed in **Condition A1** that will not be physically affected by work, must be implemented within three (3) months of the commencement of construction in the vicinity of the impacted receiver to minimise construction noise impacts, and detailed in the **Noise and Vibration Impact Statement** for the SSI.

E31 Where implementation of operational noise mitigation measures is not proposed in accordance with **Condition E30,** the Proponent must submit to the Planning Secretary a report providing justification as to why they will not be implemented, along with details of temporary measures that would be implemented to reduce construction noise impacts, until such time that the operational noise mitigation measures identified in the documents listed in **Condition A1** are implemented. The report must be submitted to the Planning Secretary before the commencement of construction that would affect the identified sensitive receivers.

E32 Within 12 months of the commencement of operation of the SSI, the Proponent must undertake monitoring of operational noise to compare actual noise performance of the SSI against the noise performance predicted in the documents listed in **Condition A1.**

The Proponent must prepare an **Operational Noise Compliance Report** to document this monitoring. The Report must include, but not necessarily be limited to:

(a) noise monitoring to assess compliance with the operational noise levels predicted in the documents listed in **Condition A1;**
(b) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which SSI noise levels are ascertained, with specific reference to locations indicative of impacts on receivers;
(c) details of any complaints and enquiries received in relation to operational noise generated by the SSI between the date of commencement of operation and the date the report was prepared;
(d) any required recalibrations of the noise model taking into consideration factors such as noise monitoring and types of race vehicles;
(e) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of mitigation measures; and
(f) identification of additional measures to those identified in the documents listed in **Condition** A1, that are to be implemented with the objective of meeting the criteria outlined in the *Noise Guide for Local Government* (EPA, 2013), when these measures would be implemented and how their effectiveness would be measured and reported to the Planning Secretary, Western Sydney Parklands Trust and Council.

The **Operational Noise Compliance Report** must be submitted to the Planning Secretary within 60 days of completing the operational noise monitoring and made publicly available.

Note: Any additional mitigation measures required must be implemented within 12 months of the commencement of operation.

SOCIO-ECONOMIC, LAND USE AND PROPERTY

E33 The Proponent must identify the utilities and services (hereafter "services") potentially affected by Construction to determine requirements for adjustment, relocation, diversion, protection

and/or support. Alterations to services must be determined by negotiation between the Proponent and the service providers. The Proponent in consultation with service providers must ensure that disruption to services resulting from the construction of the SSI are avoided and advised to customers.

SOILS

E34 All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise water pollution. When implementing such controls, any relevant guidance in the *Managing Urban Stormwater* series must be considered.

E35 The permanent stockpile to be located on Lot 1 DP 1077822 must be designed and treated to ensure a stable landform and that existing drainage paths from the Warragamba pipeline corridor are not impeded.

Contaminated sites

E36 An **Unexpected Contaminated Land and Asbestos Finds Procedure** must be prepared before the commencement of construction and must be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during construction.

E37 The **Unexpected Contaminated Land and Asbestos Finds Procedure** must be implemented throughout construction.

E38 The Proponent must engage a NSW EPA accredited Site Auditor to ensure that any work required in relation to soil, groundwater, or ground gas contamination is appropriately managed.

E39 The Proponent must obtain a Section A1 Site Audit Statement – or a Section A2 Site Audit Statement accompanied by an Environment Management Plan – from the Site Auditor and submit it to the Environmental Representative and to the Planning Secretary before the commencement of operation. The Site Audit Statement must certify the site is suitable for the proposed use.

UTILITIES MANAGEMENT

E40 Nothing in this approval permits the carrying out of any utility work that is not described in the documents listed in **Condition A1.**

URBAN DESIGN, VISUAL AMENITY AND SUSTAINABILITY

E41 The SSI must be designed and built, in consultation with the Western Sydney Parklands Trust and Council, having regards to the:
(a) Western Sydney Parklands SEPP;
{b) *Western Sydney Park/ands Urban Design Manual* (2020), including sustainability considerations;
(c) good design outcomes in *Better Placed* (NSW Government Architect, 2017); and
(d) principles of green infrastructure and outcomes in draft Greener Places (NSW Government Architect, 2020).

Lighting and Security

E42 The Proponent must construct and operate the SSI with the objective of minimising light spill to surrounding properties and effects on foraging behaviour or flight paths of nocturnal bird and bats known to utilise Prospect Nature Reserve All lighting associated with the construction and operation of the SSI must be consistent with the requirements of *AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting* ,relevant Australian Standards in the series *AS/NZ 1158 – Lighting for Roads and Public Spaces* and give consideration to the *National Light Pollution Guidelines for Wildlife including Marine Turtles, Seabirds and Migratory Shorebirds* (Commonwealth of Australia 2020). Additionally, the Proponent must mitigate residual night

lighting impacts to protect existing or approved (as at the date of this approval) properties adjacent to the SSI and must consult with affected landowners.

Operational Maintenance

E43 The ongoing maintenance and operation costs of urban design, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the design standards outlined in the Western Sydney Parklands SEPP and must notify the Planning Secretary of the transfer of assets two weeks before the proposed transfer.

Urban Heat Island Effects and Sustainability

E44 The Proponent must ensure that the SSI design mInimIses impacts to visual amenity, the increase in impervious surfaces and maximises shade to avoid heat island effects.

WASTE

E45 Waste generated during construction and operation must be dealt with in accordance with the following priorities:

(a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced;

{b} where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered; and

(c) where re-using, recycling or recovering waste is not possible, waste must be treated or disposed of.

E46 Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the *Protection of the Environment Operations (Waste) Regulation 2014,* or to any other place that can lawfully accept such waste.

E47 All waste must be classified in accordance with the EPA's *Waste Classification Guidelines,* with appropriate records and disposal dockets retained for audit purposes.

WATER

E48 The SSI must be designed, constructed and operated so as to maintain the *NSW Water Quality Objectives* where they are being achieved as at the date of this approval, and contribute towards achievement of the *NSW Water Quality Objectives* over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the SSI contains different requirements in relation to the *NSW Water Quality Objectives,* in which case those requirements must be complied with.

E49 All new or modified drainage systems associated with the construction and operation of the SSI (including but not limited to, watercourse crossings, stream diversions, drainage swales and depressions) must be designed and carried out in accordance with Sydney Water standards and any relevant guidelines, to meet capacity constraints of council and Sydney Water's drainage systems, minimise impacts on the receiving environment and be designed by a suitably qualified and experienced person.

The stockpile on Lot 1 DP 1077822 must be designed and constructed to ensure that no additional surface run off enters the Warragamba pipeline corridor.

E50 If damage to the Warragamba pipeline corridor or associated bulk water supply infrastructure occurs as a result of the construction of the SSI, the Proponent must either (at the landowner's discretion):

E51

(a) compensate the landowner for the damage so caused. The amount of compensation may be agreed with the landowner, but compensation must be paid even if no agreement is reached; or

(b) rectify the damage to restore the road to at least the condition it was in pre-construction.

Appendix A

WRITTEN INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS

1. A written incident notification addressing the requirements set out below must be submitted to the Planning Secretary via the Major Projects website within seven days after the Proponent becomes aware of an incident. Notification is required to be given under this Appendix even if the Proponent fails to give the notification required under **Condition A34** or, having given such notification, subsequently forms the view that an incident has not occurred, unless otherwise agreed by the Planning Secretary.

   Written notification of an incident must:

2.

   (a) identify the SSI and application number;

   (b) provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident);

   identify how the incident was detected;

   (c) identify when the Proponent became aware of the incident;

   (d) identify any actual or potential non-compliance with terms of approval;

   (e) describe what immediate steps were taken in relation to the incident;

   (f) identify further action(s) that will be taken in relation to the incident; and

   identify a project contact for further communication regarding the incident.

   (g)

   (h)

3. Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Proponent must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.

4. The Incident Report must include:

   (a) a summary of the incident;

   (b) outcomes of an incident investigation, including identification of the cause of the incident;

   (c) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and

   details of any communication with other stakeholders regarding the incident.

   (d)

38 APPENDIX N – CONSTRUCTION TRAFFIC MANAGEMENT – PRECAST FACILITY

Ari Kalamotas

From: Kwaku Asiedu <Kwaku.Asiedu2@transport.nsw.gov.au>
Sent: Friday, 9 April 2021 10:51 AM
To: Ari Kalamotas
Cc: Karen McLeod; Luke Tobin; Sunny Singh; Sheila Agapito
Subject: RE: Eastern Creek Precast Facility - comments on Construction Traffic Management Plan Stage 1

Hi Ari
Following the review of responses, Sydney Metro has no further comments on the **Construction Traffic Management Plan (Stage 1)**.

Regards,

Kwaku Asiedu
Interface Handover Manager
Projects | Enabling Works
Sydney Metro West
Transport for NSW

M 0466 915 910
Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240

From: Ari Kalamotas [mailto:akalamotas@abergeldie.com]
Sent: Thursday, 8 April 2021 6:22 PM
To: Kwaku Asiedu <Kwaku.Asiedu2@transport.nsw.gov.au>
Cc: Karen McLeod <Karen.McLeod@transport.nsw.gov.au>
Subject: RE: Eastern Creek Precast Facility - comments on Construction Traffic Management Plan Stage 1

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Hi Kwaku,

We will develop a pedestrian management plan to deal with this hazard. Also the trucks will be coming one every 2.5 minutes and there are not a lot of pedestrians that use the footpath.

Regards,

Ari

Kind regards,

Ari Kalamotas
Project Manager

Abergeldie Complex Infrastructure
p: 02 8717 7777 | PO Box 3019 Regents Park NSW 2143
e: akalamotas@abergeldie.com | www.abergeldie.com

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From: Kwaku Asiedu <Kwaku.Asiedu2@transport.nsw.gov.au>
Sent: Thursday, 8 April 2021 5:13 PM
To: Ari Kalamotas <akalamotas@abergeldie.com>
Cc: Karen McLeod <Karen.McLeod@transport.nsw.gov.au>
Subject: RE: Eastern Creek Precast Facility - comments on Construction Traffic Management Plan Stage 1

Hi Ari
If you will be receiving trucks (on site every minute), wouldn't it be safer to divert pedestrians off the footway along northside of Lenore drive?

Regards,

Kwaku Asiedu
Interface Handover Manager
Projects | Enabling Works
Sydney Metro West
Transport for NSW

M 0466 915 910
Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240

From: Ari Kalamotas [mailto:akalamotas@abergeldie.com]
Sent: Thursday, 8 April 2021 4:50 PM
To: Kwaku Asiedu <Kwaku.Asiedu2@transport.nsw.gov.au>
Cc: Karen McLeod <Karen.McLeod@transport.nsw.gov.au>; Luke Tobin <Luke.Tobin@transport.nsw.gov.au>; Sunny Singh <Sunny.Singh@transport.nsw.gov.au>; Dmitri Khomoutov <dkhomoutov@abergeldie.com>; Sheila Agapito <Sheila.Agapito@transport.nsw.gov.au>
Subject: RE: Eastern Creek Precast Facility - comments on Construction Traffic Management Plan Stage 1

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Hi Kwaku,

Please refer to the attached for response to comment.

Regards,

Ari

Kind regards,
Ari Kalamotas
Project Manager

Abergeldie Complex Infrastructure
p: 02 8717 7777 | PO Box 3019 Regents Park NSW 2143
e: akalamotas@abergeldie.com | www.abergeldie.com



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From: Kwaku Asiedu <Kwaku.Asiedu2@transport.nsw.gov.au>
Sent: Thursday, 8 April 2021 4:24 PM
To: Ari Kalamotas <akalamotas@abergeldie.com>
Cc: Karen McLeod <Karen.McLeod@transport.nsw.gov.au>; Luke Tobin <Luke.Tobin@transport.nsw.gov.au>; Sunny Singh <Sunny.Singh@transport.nsw.gov.au>; Dmitri Khomoutov <dkhomoutov@abergeldie.com>; Sheila Agapito <Sheila.Agapito@transport.nsw.gov.au>
Subject: RE: Eastern Creek Precast Facility - comments on Construction Traffic Management Plan Stage 1

Hi Ari

Please find attached a comment (under Clause 6) on the **CTMP Stage 1** for you to review and respond.

Thanks

Regards,

Kwaku Asiedu
Interface Handover Manager
Projects | Enabling Works
Sydney Metro West
Transport for NSW

M 0466 915 910
Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240



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Ari Kalamotas

From: Vidushi Sahni <Vidushi.Sahni@transport.nsw.gov.au>
Sent: Tuesday, 6 April 2021 12:06 PM
To: Ari Kalamotas
Cc: Peter Ryan; Dmitri Khomoutov; Kwaku Asiedu; Karen McLeod; Luke Tobin; Peter Keyes; Ayoub Dayoub; Giovanny Ramirez cordoba
Subject: RE: Precast Facility - Construction Traffic Management Plan

Hi Ari,

Thanks for sending the documents via email.

TfNSW Customer Journey Planning have no further comments.

Regards,
Vidushi

Vidushi Sahni
Precinct Project Manager – Eastern Harbour City
Operations | Customer Journey Planning | Greater Sydney
Transport for NSW

M 0427 693 392 **| E** vidushi.sahni@transport.nsw.gov.au
Ground Floor, Biomedical Building, 1 Central Ave, Eveleigh NSW 2015

I acknowledge the traditional owners and custodians of the land on which I work, and pay my respects to Elders past, present and emerging.

From: Ari Kalamotas [mailto:akalamotas@abergeldie.com]
Sent: Tuesday, 6 April 2021 10:09 AM
To: Vidushi Sahni <Vidushi.Sahni@transport.nsw.gov.au>
Cc: Peter Ryan <pryan@abergeldie.com>; Dmitri Khomoutov <dkhomoutov@abergeldie.com>; Kwaku Asiedu <Kwaku.Asiedu2@transport.nsw.gov.au>; Karen McLeod <Karen.McLeod@transport.nsw.gov.au>; Luke Tobin <Luke.Tobin@transport.nsw.gov.au>; Peter Keyes <Peter.KEYES@transport.nsw.gov.au>; Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>
Subject: FW: Precast Facility - Construction Traffic Management Plan

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Hi Vidushi,

I issued the attached documents via teambinder however you are not on teambinder so I am issuing to you via email in Peter Keyes' absence.

As per the email from Peter below he has already reviewed the CTMP and advised that he did not have any comments. I attached the incorrect CTP in my earlier email to Peter but the correct one is now attached.

We would like to commence these works from 13/04/2021.

Could you please review the attached and if you have any comments please advise prior.

Regards,

Ari

Kind regards,
Ari Kalamotas
Project Manager

Abergeldie Complex Infrastructure
p: 02 8717 7777 | PO Box 3019 Regents Park NSW 2143
e: akalamotas@abergeldie.com | www.abergeldie.com



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From: Ari Kalamotas
Sent: Tuesday, 6 April 2021 9:13 AM
To: 'Peter Keyes' <Peter.KEYES@transport.nsw.gov.au>
Cc: Karen McLeod <Karen.McLeod@transport.nsw.gov.au>; Kwaku Asiedu <Kwaku.Asiedu2@transport.nsw.gov.au>; Luke Tobin <Luke.Tobin@transport.nsw.gov.au>; Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>; Philip Brogan <Philip.Brogan@transport.nsw.gov.au>; Peter Ryan <pryan@abergeldie.com>; Zac Simpson <zsimpson@abergeldie.com>; Giovanny Ramirez cordoba <Giovanny.Ramirez@transport.nsw.gov.au>; Vidushi Sahni <Vidushi.Sahni@transport.nsw.gov.au>; Philip Brogan <Philip.Brogan@transport.nsw.gov.au>
Subject: RE: Precast Facility - Construction Traffic Management Plan

Hi Peter,

Apologies but it appears that I attached the wrong TCP. The attached (TLTCGS-137922 REV A) is the correct TCP for left turn in and left turn out.

I will resend the documents via teambinder shortly.

Regards,

Ari

From: Peter Keyes <Peter.KEYES@transport.nsw.gov.au>
Sent: Friday, 2 April 2021 11:12 AM
To: Ari Kalamotas <akalamotas@abergeldie.com>

Cc: Karen McLeod <Karen.McLeod@transport.nsw.gov.au>; Kwaku Asiedu <Kwaku.Asiedu2@transport.nsw.gov.au>; Luke Tobin <Luke.Tobin@transport.nsw.gov.au>; Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>; Philip Brogan <Philip.Brogan@transport.nsw.gov.au>; Peter Ryan <pryan@abergeldie.com>; Zac Simpson <zsimpson@abergeldie.com>; Giovanny Ramirez cordoba <Giovanny.Ramirez@transport.nsw.gov.au>; Vidushi Sahni <Vidushi.Sahni@transport.nsw.gov.au>; Philip Brogan <Philip.Brogan@transport.nsw.gov.au>
Subject: RE: Precast Facility - Construction Traffic Management Plan

Hi Ari,

TfNSW Customer Journey Planning has no specific comments on this CTTMP.

However please note that while CJP doesn't object to the access arrangements shown in Figures 4 & 15, the TGS shown in Appendix B.1 (TLTCGS137914 Rev A) can only be implemented at night. A ROL must be obtained from TMC before this TGS can be utilised.

Thanks,
Pete.

Pete Keyes
Operations Manager – Eastern Harbour City
Operations| Customer Journey Planning | Greater Sydney
Transport for NSW

0477 302 205 | Peter.Keyes@transport.nsw.gov.au
Eora Country | 25 Garden Street Eveleigh NSW 2015



Pete Keyes
Operations Manager – Eastern Harbour City
Operations| Customer Journey Planning | Greater Sydney
Transport for NSW

0477 302 205 | Peter.Keyes@transport.nsw.gov.au
Eora Country | 25 Garden Street Eveleigh NSW 2015



From: Ari Kalamotas [mailto:akalamotas@abergeldie.com]
Sent: Wednesday, 31 March 2021 5:13 PM
To: Peter Keyes
Cc: Karen McLeod; Kwaku Asiedu; Luke Tobin; Ayoub Dayoub; Philip Brogan; Peter Ryan; Zac Simpson
Subject: Precast Facility - Construction Traffic Management Plan

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Hi Peter,

As discussed please find attached the Construction Traffic Control Plan for the early works component of the Precast Facility project. We were originally going to submit just one CTMP however there have been some delays obtaining the engineered solution to utilise the slip lane to turn right into site. As such we have split the CTMP into 2 stages based on the access arrangements being left turn (TfNSW REF – Early Works) and right turn in (SMW REF – Main Works).

We are in the process of obtaining the dilapidation report Lenore Drive which will be completed by 9/04/2021.

Please organise for the document to be reviewed/approved.

Regards,
Ari

Kind regards,
Ari Kalamotas
Project Manager

Abergeldie Complex Infrastructure
p: 02 8717 7777 | PO Box 3019 Regents Park NSW 2143
e: akalamotas@abergeldie.com | www.abergeldie.com



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Ari Kalamotas

From: Carl Mella <Carl.MELLA@transport.nsw.gov.au>
Sent: Wednesday, 28 April 2021 8:52 AM
To: Ari Kalamotas; Fraser Leishman
Cc: Ayoub Dayoub; Peter Ryan; Dmitri Khomoutov; Quac minh La
Subject: RE: Precast Facility - CTMP - Notification of Un-Restrained Document(s) Release

Hi Ari,

Apologies for the delay in response. I had not realised I didn't send the response yet.
TfNSW Greater Sydney Planning and Programs has no objections to the Appendix N submission covering the early works component of the earthworks.

Kind regards,

Carl Mella
Integration Lead
Network Management Central

Planning & Programs, Greater Sydney
Transport for NSW

T 02 8843 3027 **M** 0429 505 970

From: Ari Kalamotas [mailto:akalamotas@abergeldie.com]
Sent: Wednesday, 28 April 2021 8:45 AM
To: Fraser Leishman <fraser.l.leishman@transport.nsw.gov.au>; Carl Mella <Carl.MELLA@transport.nsw.gov.au>
Cc: Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>; Peter Ryan <pryan@abergeldie.com>; Dmitri Khomoutov <dkhomoutov@abergeldie.com>; Quac minh La <QuacMinh.LA@transport.nsw.gov.au>
Subject: Precast Facility - CTMP - Notification of Un-Restrained Document(s) Release

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Gents,

I issued the transmittal below requesting your review/approval on 6/04/2021.

I have received endorsement from Blacktown City Council (Andy Karklins) and SM Customer Journey Planning (Peter Keyes and Vidushi Sahni) as per the attached emails.

Could you please review the attached and provide comments or your endorsement.

Please provide your response as soon as possible but by no later than Friday 30/04/2021 as we would like to commence transportation of spoil from the speedway site to the precast yard from next week.

Regards,

Ari

Kind regards,
Ari Kalamotas
Project Manager

Abergeldie Complex Infrastructure
p: 02 8717 7777 | PO Box 3019 Regents Park NSW 2143
e: akalamotas@abergeldie.com | www.abergeldie.com



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From: system@teambinder.com <system@teambinder.com>
Sent: Tuesday, 6 April 2021 10:26 AM
To: Ari Kalamotas <akalamotas@abergeldie.com>
Subject: Notification of Un-Restrained Document(s) Release



Notification of Un-Restrained Document Upload

The following un-restrained documents have been uploaded into InEight Document. They can be directly downloaded by using the links in this message or via InEight Document.

Project: Sydney Metro West Speedway (SMWSPY)
Date: 06 April 2021, 10:25:27 AM +10:00
Links Expire: 18 May 2021

Click here to download all associated files

Contract No	Document No	Rev	Sts	Title	Discipline	Issued By
SPC	SMWSPC-ACI-1NL-TF-DWG-000366	-	REV	Appendix B.1 - 4 TLTCGS-137922 REV A	TF	Ari Kalamotas, Abergeldie

	SMWSPC-ACI-1NL-TF-DWG-000366			Lenore Dr Erskinpark Site Access TCP		Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-DWG-000367 SMWSPC-ACI-1NL-TF-DWG-000367	-	REV	Appendix B.2 - TLTCP-AS-114615 REV C Main Works - Stage 1 VMP (2020-12-04)	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-DWG-000368 SMWSPC-ACI-1NL-TF-DWG-000368	-	REV	Appendix B.3 - TLTCP-AS-114657 REV C Main Works - Stage 2 VMP (2020-12-04)	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-DWG-000369 SMWSPC-ACI-1NL-TF-DWG-000369	-	REV	Appendix B.4 - TLTCP-AS-114840 REV C Main Works - Stage 3 VMP (2020-12-04)	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-PRO-000370 SMWSPC-ACI-1NL-TF-PRO-000370	-	REV	Appendix C - SWP033-F01 Traffic Control Inspection Checklist	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-PRO-000371 SMWSPC-ACI-1NL-TF-PRO-000371	-	REV	Appendix D - Bushfire Management Plan Appendix C to ERIMP Rev 2 (2)	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-PRO-000372 SMWSPC-ACI-1NL-TF-PRO-000372	-	REV	Appendix D - Crisis Management Plan Appendix B to ERIMP Rev 2	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-PRO-000373 SMWSPC-ACI-1NL-TF-PRO-000373	-	REV	Appendix D - Emergency Response and Incident Management Plan Rev 2	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-REP-000374 SMWSPC-ACI-1NL-TF-REP-000374	-	REV	Appendix E1 Chandos Road Dilapidation Report	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-REP-000375 SMWSPC-ACI-1NL-TF-REP-000375	-	REV	Appendix E2 Council Assets Ferrers Road EASTERN CREEK Video Report	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-REP-000376 SMWSPC-	-	REV	Appendix E3 Road Surface Dilapidation	TF	Ari Kalamotas, Abergeldie

	ACI-1NL-TF-REP-000376			Report Rev 3.0 13.01.2021		Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-REP-000377 SMWSPC-ACI-1NL-TF-REP-000377	-	REV	Appendix F.1 - RMS Category G - Traffic Logistics	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-PMT-000378 SMWSPC-ACI-1NL-TF-PMT-000378	-	REV	Appendix F.1 - RMS Category G - Traffic Logistics	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-SPY-QM-MIN-000117 SMWSPC-ACI-SPY-QM-MIN-000117	05	INF	N235 - Quality Working Group Meeting Minutes	QM	Kit Chong, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-PRO-000379 SMWSPC-ACI-1NL-TF-PRO-000379	-	REV	CTMP Precast Facility Early Works - Appendix N to Speedway Main Works CTMP	TF	Ari Kalamotas, Abergeldie Complex Infrastructure
SPC	SMWSPC-ACI-1NL-TF-PRO-000380 SMWSPC-ACI-1NL-TF-PRO-000380	-	REV	CTMP Precast Facility Early Works - Appendix N to Speedway Main Works CTMP (word format)	TF	Ari Kalamotas, Abergeldie Complex Infrastructure

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Ari Kalamotas

From: Andy Karklins <Andy.Karklins@blacktown.nsw.gov.au>
Sent: Friday, 9 April 2021 10:54 AM
To: Ari Kalamotas
Cc: Nadeem Shaikh
Subject: RE: SMWSPYSPC - CTMP Precast Facility Early Works - Appendix N to Speedway Main Works CTMP

Good morning Ari

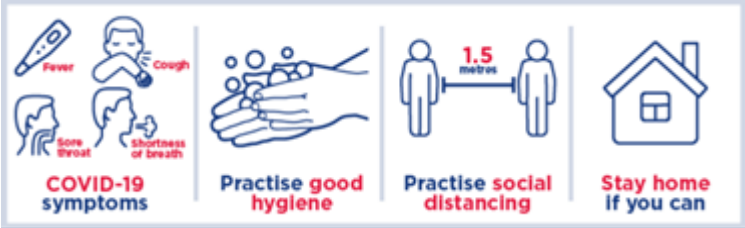
I have reviewed the attached Abergeldie Complex Infrastructure traffic management plan for Sydney International Speedway (Precast Facility) - Early Works CTMP g. It appears to be in order based on the information provided. It is the project managers responsibility to implement the traffic control measures as identified in the TMP.

Regards

Andy Karklins
Traffic Management Officer

9839 6305
0401 714 012
Andy.Karklins@blacktown.nsw.gov.au
PO Box 63 Blacktown NSW 2148
blacktown.nsw.gov.au

Follow us on social media



From: Ari Kalamotas <akalamotas@abergeldie.com>
Sent: Thursday, 8 April 2021 9:06 AM
To: Nadeem Shaikh <Nadeem.Shaikh@blacktown.nsw.gov.au>
Subject: RE: SMWSPYSPC - CTMP Precast Facility Early Works - Appendix N to Speedway Main Works CTMP

Hi Nadeem,

Please find attached CTMP documents as requested.

Regards,

Ari

Kind regards,
Ari Kalamotas
Project Manager

Abergeldie Complex Infrastructure
p: 02 8717 7777 | PO Box 3019 Regents Park NSW 2143
e: akalamotas@abergeldie.com | www.abergeldie.com

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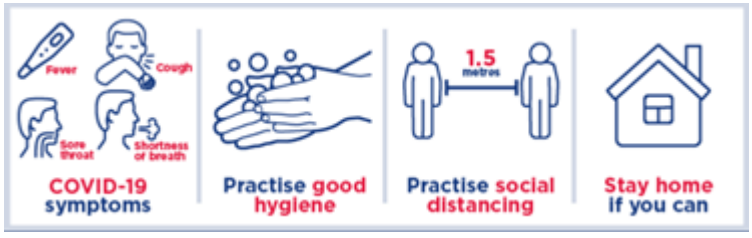
From: Nadeem Shaikh <Nadeem.Shaikh@blacktown.nsw.gov.au>
Sent: Thursday, 8 April 2021 9:02 AM
To: Ari Kalamotas <akalamotas@abergeldie.com>
Subject: RE: SMWSPYSPC - CTMP Precast Facility Early Works - Appendix N to Speedway Main Works CTMP

Hi Ari
I cannot download the attached files as these are in teambinder which require login. We do not have login info.

Nadeem Shaikh
Coordinator Traffic Management

9839 6017
0409 735 657
Nadeem.Shaikh@blacktown.nsw.gov.au
PO Box 63 Blacktown NSW 2148
blacktown.nsw.gov.au

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From: Ari Kalamotas via InEight Document <system@teambinder.com>
Sent: Tuesday, 6 April 2021 9:58 AM

To: Nadeem Shaikh <Nadeem.Shaikh@blacktown.nsw.gov.au>
Subject: SMWSPYSPC - CTMP Precast Facility Early Works - Appendix N to Speedway Main Works CTMP

Document Transmittal

Transmittal No:	SMWSPC-ACI-TX-000154
Contract No:	SPC - Speedway Construction
Sub Contract:	SPY-NA - Not Applicable
Date:	06 April 2021, 09:58 AM

Issued	Name
By	Ari Kalamotas (Abergeldie Complex Infrastructure)

Issued	Name
To	Peter Keyes (Sydney Metro) ; Richard Campbell (Blacktown City Council) ; Nadeem Shaikh (Blacktown City Council) ; Fraser Leishman (Roads and Maritime Services (part of TfNSW division)) ; Carl Mella (Roads and Maritime Services (part of TfNSW division))
Cc	Ayoub Dayoub (Sydney Metro) ; Karen McLeod (Sydney Metro) ; Luke Tobin (Sydney Metro) ; Kwaku Asiedu (Sydney Metro) ; Peter Ryan (Abergeldie Complex Infrastructure) ; Dmitri Khomoutov (Abergeldie Complex Infrastructure) ; Kit Chong (Abergeldie Complex Infrastructure)

Reason for Issue	Issued for Review		
Respond By Message	Please submit your comments by	**Respond By Date**	12 April 2021
Subject	**CTMP Precast Facility Early Works - Appendix N to Speedway Main Works CTMP**		

Hi all,

Please find attached CTMP for the early works component of the earthworks at the precast facility at Eastern Creek.

These works are a variation to the Speedway project at Eastern Creek and as such this document is Appendix N to the original CTMP that was approved for use as part of the Speedway project in December 2020.

Please review and advise any comments or provide your endorsement.

Please note that these works are planned to commence from 13/04/2021.

Regards,

Click here to download all Transmittal files.

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	SMWSPC-ACI-1NL-CO-CON-000040	Speedway Golders v2 - Abergeldie.4Sep	02.01	INF	CON		
2	SMWSPC-ACI-1NL-TF-DWG-000366	Appendix B.1 - 4 TLTCGS-137922 REV A Lenore Dr Erskinpark Site Access TCP	-.01	REV	DWG	0000	
3	SMWSPC-ACI-1NL-TF-DWG-000367	Appendix B.2 - TLTCP-AS-114615 REV C Main Works - Stage 1 VMP (2020-12-04)	-.01	REV	DWG	0000	
4	SMWSPC-ACI-1NL-TF-DWG-000368	Appendix B.3 - TLTCP-AS-114657 REV C Main Works - Stage 2 VMP (2020-12-04)	-.01	REV	DWG	0000	
5	SMWSPC-ACI-1NL-TF-DWG-000369	Appendix B.4 - TLTCP-AS-114840 REV C Main Works - Stage 3 VMP (2020-12-04)	-.01	REV	DWG	0000	
6	SMWSPC-ACI-1NL-TF-PMT-000378	Appendix F.1 - RMS Category G - Traffic Logistics	-.01	REV	PMT	0000	
7	SMWSPC-ACI-1NL-TF-PRO-000370	Appendix C - SWP033-F01 Traffic Control Inspection Checklist	-.01	REV	PRO	0000	
8	SMWSPC-ACI-1NL-TF-PRO-000371	Appendix D - Bushfire Management Plan Appendix C to ERIMP Rev 2 (2)	-.01	REV	PRO	0000	
9	SMWSPC-ACI-1NL-TF-PRO-000372	Appendix D - Crisis Management Plan Appendix B to ERIMP Rev 2	-.01	REV	PRO	0000	
10	SMWSPC-ACI-1NL-TF-PRO-000373	Appendix D - Emergency Response and Incident Management Plan Rev 2	-.01	REV	PRO	0000	
11	SMWSPC-ACI-1NL-TF-PRO-000379	CTMP Precast Facility Early Works - Appendix N to Speedway Main Works CTMP	-.01	REV	PRO	0000	
12	SMWSPC-ACI-1NL-TF-PRO-000380	CTMP Precast Facility Early Works - Appendix N to Speedway Main Works CTMP (word format)	-.01	REV	PRO	0000	
13	SMWSPC-ACI-SPY-TF-PLN-000122	Appendix F.2 - RMS Category G - Abergeldie Contractors	D.01	INF	PLN		Appendix F.2 - Abergeldie Contractors
14	SMWSPD-TBE-SPY-AT-DWG-000097	SYDNEY METRO WEST - SPEEDWAY DESIGN - CORPORATE PRECAST PLATS - CP04e, CP04e.1, CP04f, CP04f.1	04.01	IFC	DWG	0000	A-22-24
15	SMWSPD-TBE-SPY-AT-DWG-000956	SYDNEY METRO WEST - SPEEDWAY DESIGN - CORPORATE PRECAST PLATS - CP04e, CP04e.1, CP04f, CP04f.1 - A-22-24 - CAD FILE	C.01	INF	DWG	0000	A-22-24-CAD

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TeamBinder Transmittal Reference: {4CEFCB80-4E73-4218-8C9F-4E8B7DCC6FEC}

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Ari Kalamotas

Subject: FW: Speedway - WSPT CTMP endorsement of the Construction Management Plan

From: Peter Marshall [mailto:petermarshall@optusnet.com.au]
Sent: Monday, 3 May 2021 2:54 PM
To: Ayoub Dayoub <Ayoub.Dayoub@transport.nsw.gov.au>
Cc: Lorraine Chirawu <LORRAINE.CHIRAWU@transport.nsw.gov.au>
Subject: RE: Speedway - WSPT CTMP endorsement of the Construction Management Plan

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Ayoub

I have reviewed the Construction Traffic Management Plan (Revision E) and it is acceptable to Western Sydney Parklands Trust.

Regards

Peter Marshall
Marshall Project Management
Tel: 9909 2418

From: Ayoub Dayoub [mailto:Ayoub.Dayoub@transport.nsw.gov.au]
Sent: Monday, 3 May 2021 12:06 PM
To: Peter Marshall
Cc: Lorraine Chirawu
Subject: Speedway - WSPT CTMP endorsement of the Construction Management Plan

Hi Peter

Sydney Metro is now ready to commence disposal of the 90,000m3 of excess spoil from carpark D1 to the eastern creek Precast Facility however, requires WSPT's endorsement of the revised Construction Traffic Management Plan (CTMP), refer to the attached which includes appendices.

Western Sydney Parklands Trust previously provided their endorsement on the original CTMP (refer to the attached e-mail) for the Speedway project however, on the basis of the changes to the traffic volumes to dispose excess spoil Sydney Metro seeks your endorsement on the revised CTMP and particularly section 12.9.

I appreciate if you could address this as a matter of urgency since we were proposing to commence on the Tuesday the 4th of May and will contact you to discuss.

Regards

Ayoub Dayoub

Speedway | Sydney Metro West

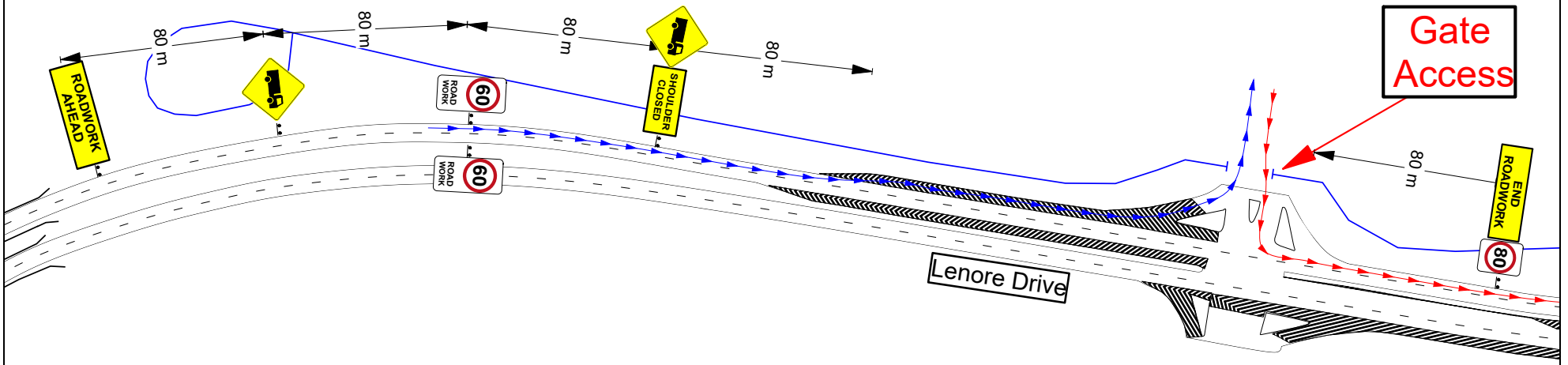
M 0413 807 816

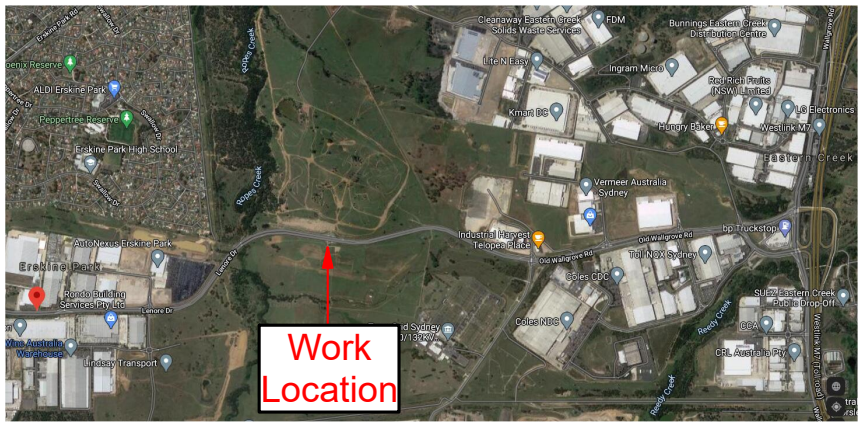
sydneymetro.info
L43 George Street Sydney 2000
PO Box K659, Haymarket NSW 1240

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N





TRAFFIC LOGISTICS	Client: Abergeldie	TCGS No: TLTCGS-142132	REV: C	Traffic Control Guidance Scheme Modifications
	Project: Precast Facility Works	Developer: Mark Hayward		Team Leaders Name:
	Location: Lenore Drive Erskine Park	Licence No: TCT0046634		PWZTMP Licence no:
	Traffic Implementation: Site Access Speed Reduction	Signature:		Amendments Requires? Yes / No
	Client Work Activity: Trucks Left in Left Out Only	Reviewer: Jorge Fonseca		Date of Amendement:
	TCGS Designed Date: 22/04/2021	Licence No: TCT0036977		Signature:
	TCGS Expiry Date: 22/04/2023	Signature:		Clients Signature:

1300 001 599
info@traffic-logistics.com.au
www.traffic-logistics.com.au
◦Sydney ◦Wollongong ◦Newcastle

Legend

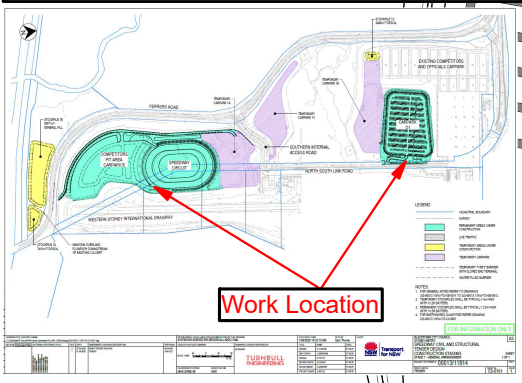
- Vehicle Entry Path
- Vehicle Exit Path

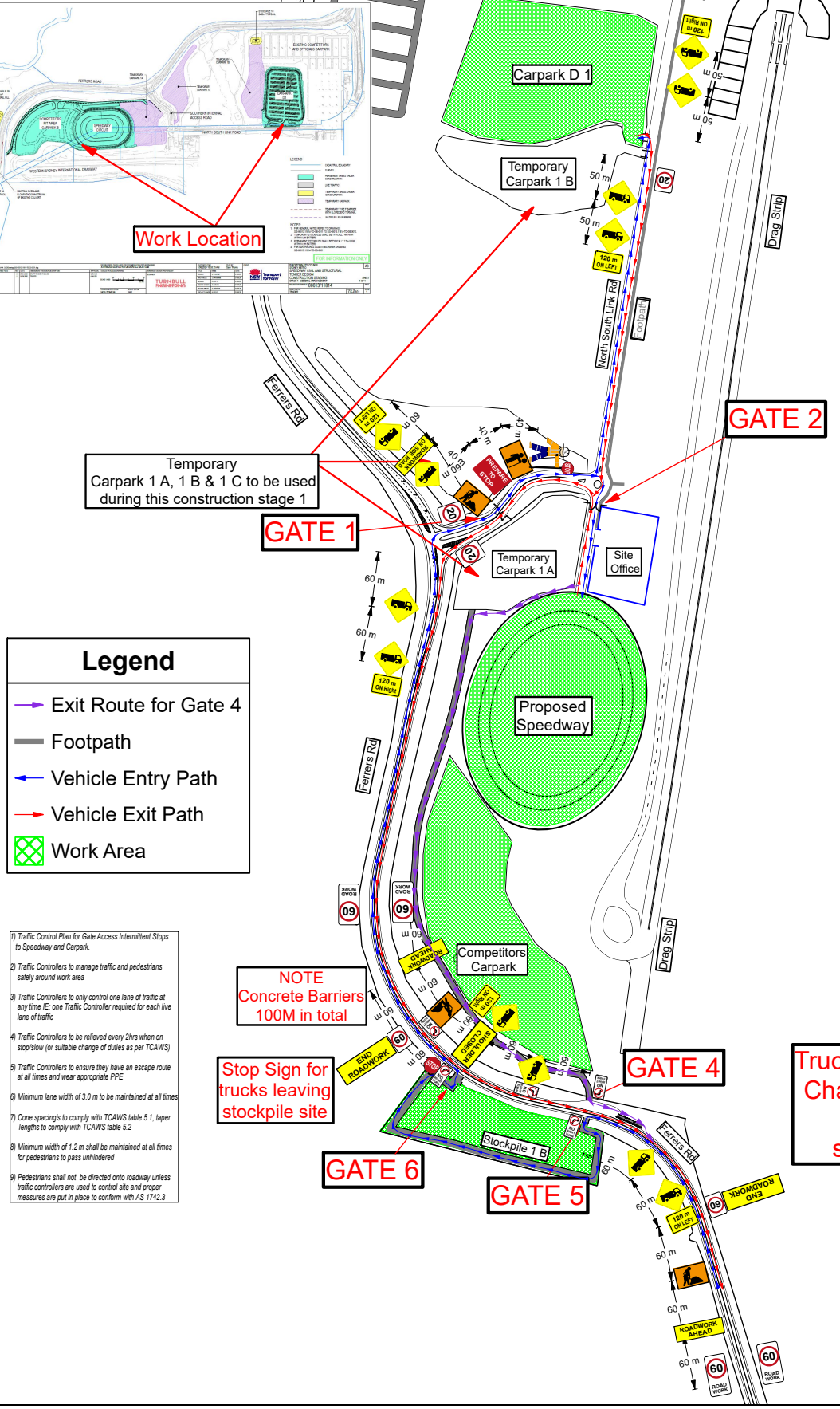
Traffic Logistics does not accept responsibility of this Traffic Control Guidance Scheme if it's not implemented by Traffic Logistics Pty Ltd. This Traffic Control Guidance Scheme must be setup and packed up by a qualified personnel with a minimum current Implement Traffic Control Plans card. Signage must be set up with accordance to TCAWS Manual 2018 version 5.0 and Australian standards 1742.3. Any Modifications to this TCGS must be made by a qualified person with a current PWZTMP card. All modifications to this TCGS will need to be signed off by the client, dated, signed by the qualified PWZTMP card holder and then send back to the office for amendments.

ABERGELDIE
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Stage 1 VMP

Stage 1
works will consist of Speedway, Competitors Carpark and Carpark D1 being worked on simultaneously





Legend

- Exit Route for Gate 4
- Footpath
- Vehicle Entry Path
- Vehicle Exit Path
- Work Area

1) Traffic Control Plan for Gate Access Intermittent Stops to Speedway and Carpark.
2) Traffic Controllers to manage traffic and pedestrians safely around work area
3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic
4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)
5) Traffic Controllers to ensure they have an escape route at all times and wear appropriate PPE
6) Minimum lane width of 3.0 m to be maintained at all times
7) Cone spacing's to comply with TCAWS table 5.1, taper lengths to comply with TCAWS table 5.2
8) Minimum width of 1.2 m shall be maintained at all times for pedestrians to pass unhindered
9) Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3

TRAFFIC LOGISTICS
www.invarion.com
Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Wollongong - 1300 001 599
Phone: Sydney - 02 4648 2200
Newcastle - 02 4050 0336

Client: Abergeldie
Location: Sydney Motorsport Park
Tcp No: TLTCP-AS-114615 REV: D
Scope Of Works: North South Link Rd
Tcp(s) Used as a Guide: 84
Tcp Designed Date: 23/11/2020
Tcp Expire Date: 23/11/2021
Designed by: M Hayward
Cert. No: 0046246153
Signature:

N W E S

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
EG: 80KM = 80M, 70KM = 70M, 60KM = 60M, 50KM = 50M

This TCP design is based on TCAWS Manual 2018 - Version 5.0 and AS 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by suitably qualified personnel. All modifications to be signed off on this TCP along with certification number

Implemented By

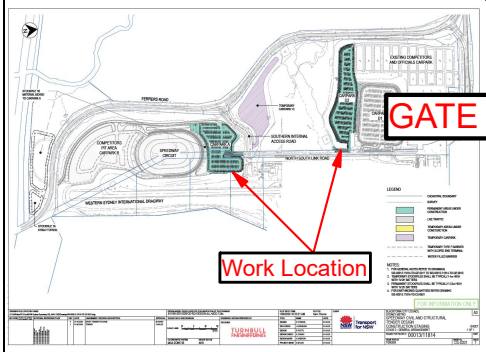
Name -
Cert No -
Date -
Signed -

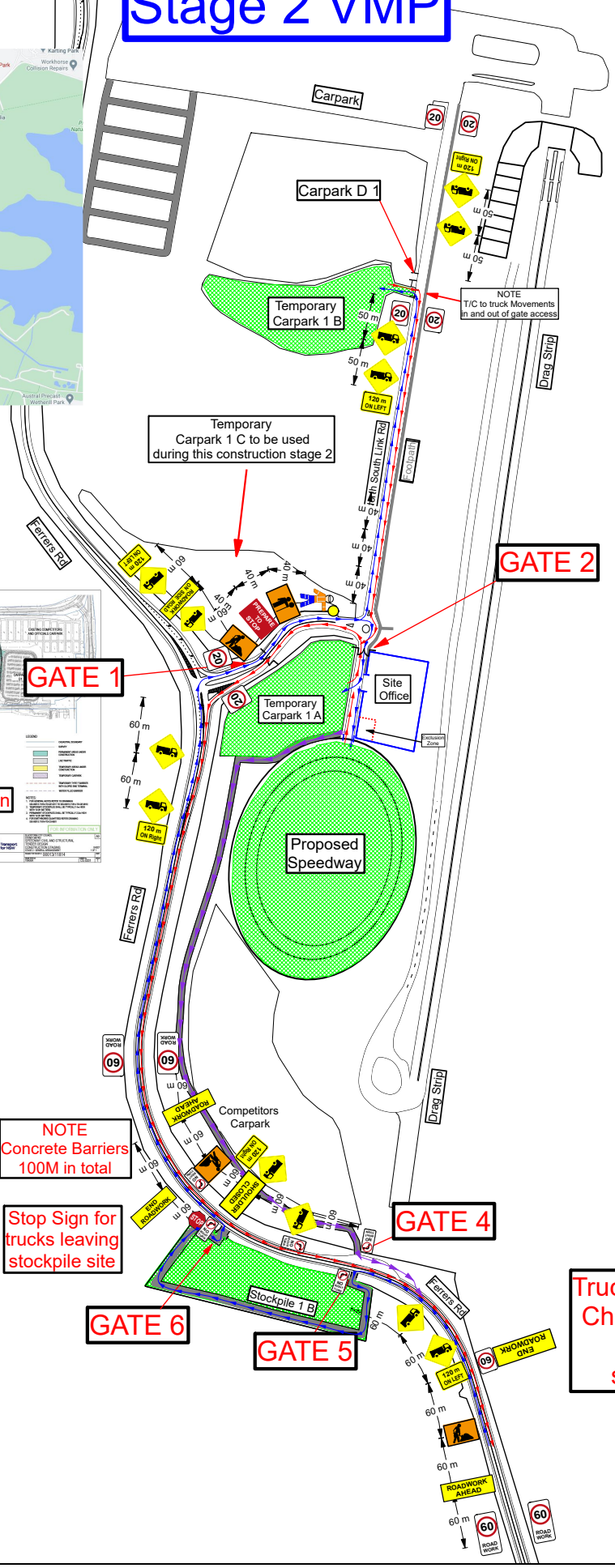
ABERGELDIE
COMPLEX INFRASTRUCTURE

Stage 2 VMP

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Legend

- Exit Route for Gate 4
- Footpath
- Vehicle Entry Path
- Vehicle Exit Path
- Work Area

NOTE
Purple Route for construction vehicles exiting gate 4

TRAFFIC LOGISTICS

Email: info@traffic-logistics.com.au
Web: www.traffic-logistics.com.au
Phone: Wollongong - 1300 001 599
Sydney - 02 4648 2200
Newcastle - 02 4050 0336

Client:	Abergeldie
Location:	Sydney Motorsport Park
Tcp No:	TLTCP-AS-114657
REV:	D
Scope Of Works:	North South Link Rd
Tcp(s) Used as a Guide:	84
Tcp Designed Date:	23/11/2020
Tcp Expire Date:	23/11/2022
Designed by:	M Hayward
Cert. No:	0046246153
Signature:	

N W E S

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

D = THE SPEED OF TRAFFIC MEASURED IN KM/H
80KM = 80M
EG: 70KM = 70M
60KM = 60M
50KM = 50M

This TCP design is based on TCAWS Manual 2018 - Version 5.0 and AS 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by suitably qualified personnel. All modifications to be signed off on this TCP along with certification number

Implemented By

Name -

Cert No -

Date -

Signed -

1) Traffic Control Plan for Gate Access Intermittent Stops to Speedway and Carpark.

2) Traffic Controllers to manage traffic and pedestrians safely around work area

3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic

4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)

5) Traffic Controllers to ensure they have an escape route at all times and wear appropriate PPE

6) Minimum lane width of 3.0 m to be maintained at all times

7) Cone spacing's to comply with TCAWS table 5.1, taper lengths to comply with TCAWS table 5.2

8) Minimum width of 1.2 m shall be maintained at all times for pedestrians to pass unhindered

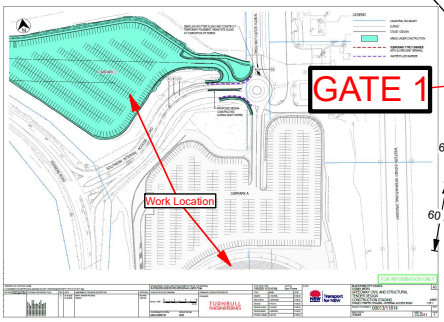
9) Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3

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Stage 3 VMP

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GATE 1

GATE 2

GATE 4

GATE 5

GATE 6

Carpark

Carpark D 1

Temporary Carpark 1 B

Temporary Carpark 1 A

Carpark 1 C

Site Office

Temporary Carpark 1 C to be used during this construction stage 2

Proposed Speedway

Competitors Carpark

Stockpile 1 B

Drag Strip

Ferrers Rd

North South Link Rd

Footpath

Legend

- Exit Route for Gate 4
- Footpath
- Vehicle Entry Path
- Vehicle Exit Path
- Work Area

NOTE
Concrete Barriers 100M in total

Stop Sign for trucks leaving stockpile site

NOTE
Purple Route for construction vehicles exiting gate 4

Trucks to use Roundabout at Chandos Rd to Turn around for left in left out stockpile gate access.

1) Traffic Control Plan for Gate Access Intermittent Stops to Speedway and Carpark.

2) Traffic Controllers to manage traffic and pedestrians safely around work area

3) Traffic Controllers to only control one lane of traffic at any time IE: one Traffic Controller required for each live lane of traffic

4) Traffic Controllers to be relieved every 2hrs when on stop/slow (or suitable change of duties as per TCAWS)

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8) Minimum width of 1.2 m shall be maintained at all times for pedestrians to pass unhindered

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TRAFFIC LOGISTICS
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Web: www.traffic-logistics.com.au
Phone: Wollongong - 1300 001 599
Sydney - 02 4648 2200
Newcastle - 02 4050 0336

Client:	Abergeldie
Location:	Sydney Motorsport Park
Tcp No:	TLTCP-AS-114840
REV:	D
Scope Of Works:	North South Link Rd
Tcp(s) Used as a Guide:	84
Tcp Designed Date:	23/11/2020
Tcp Expire Date:	23/11/2022
Designed by:	M Hayward
Cert. No:	0046246153
Signature:	

TCP IS NOT TO SCALE

Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	0	15
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66 - 75	N/A	70	115
76 - 85	N/A	80	130
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96 - 105	N/A	100	160
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80KM = 80M
EG: 70KM = 70M
60KM = 60M
50KM = 50M

This TCP design is based on TCAWS Manual 2018 - Version 5.0 and AS 1742.3

Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by suitably qualified personnel. All modifications to be signed off on this TCP along with certification number

Implemented By

Name -

Cert No -

Date -

Signed -

TRAFFIC CONTROL INSPECTION CHECKLIST

Note: If traffic controls are installed on a public road in accordance with local traffic authority approved TCP / TMP – then the traffic controls shall be inspected by an appropriately ticketed person with applicable level qualification using the local traffic authority inspection checklist. The following inspection can be carried out by the Site Supervisor with any identified issues resolved on site if within their ability or otherwise given to the nominated traffic controller contractor to resolve.

Project Name:	
Project No:	

INSPECTION CRITERIA	Yes	No	N/A	Comments / Action
Separation				
Are separate entries and exits provided for vehicles and pedestrians including visitors?	☐	☐	☐	
Do the entries and exits protect pedestrians from being struck by vehicles?	☐	☐	☐	
Does the layout of the workplace effectively separate pedestrians, vehicles and powered mobile plant?	☐	☐	☐	
Are systems in place to keep pedestrians and moving vehicles or plant apart like physical barriers, exclusion zones and safety zones?	☐	☐	☐	
Vehicle routes				
Are the roads and pathways within the workplace suitable for the types and volumes of traffic?	☐	☐	☐	
Are loading zones clearly marked?	☐	☐	☐	
Do vehicle route designs take into account vehicle characteristics under all conditions, for example emergency braking, running out of fuel or adverse weather?	☐	☐	☐	
Are there enough suitable parking places for every vehicle and are they used?	☐	☐	☐	
Are traffic directions clearly marked and visible?	☐	☐	☐	
If a one way system is provided for vehicle routes within the workplace is it properly designed, signposted and used?	☐	☐	☐	
Are vehicle routes wide enough to separate vehicles and pedestrians and for the largest vehicle using them?	☐	☐	☐	
Do vehicle routes have firm and even surfaces?	☐	☐	☐	
Are vehicle routes kept clear from obstructions and other hazards?	☐	☐	☐	
Are vehicle routes well maintained?	☐	☐	☐	
Do vehicle routes avoid sharp or blind corners?	☐	☐	☐	
Pedestrian routes				
Are pedestrian walkways separated from vehicles?	☐	☐	☐	
Where necessary are there safe pedestrian crossings on vehicle routes?	☐	☐	☐	
Is there a safe pedestrian route which allows visitors to access the site office and facilities?	☐	☐	☐	
Are pedestrian walkways clearly marked?	☐	☐	☐	
Are pedestrian walkways well maintained?	☐	☐	☐	
Vehicle movement				
Have drive-through, one-way systems been used to reduce the need for reversing?	☐	☐	☐	
Are non-essential workers excluded from areas where reversing occurs?	☐	☐	☐	
Are vehicles slowed to safe speeds, for example speed limiters on mobile plant or chicanes on vehicle routes?	☐	☐	☐	
Do drivers use the correct routes, drive within the speed limit and follow site rules?	☐	☐	☐	
Signs				
Are there appropriate speed limit signs?	☐	☐	☐	
Are there clear warnings of powered mobile plant hazards?	☐	☐	☐	
Is there clear signage of pedestrian and powered mobile plant exclusion zones?	☐	☐	☐	
Is lighting adequate to ensure signs are visible, particularly at night?	☐	☐	☐	
Warning devices				
Are flashing lights, sensors and reversing alarms installed on powered mobile plant?	☐	☐	☐	
Personal Protective Equipment				
Is PPE like high visibility clothing provided and used where necessary?	☐	☐	☐	

INSPECTION CRITERIA	Yes	No	N/A	Comments / Action
Information, training and supervision				
Have workers received site specific training and information on traffic hazards, speed limits, parking and loading areas?	☐	☐	☐	
Is information and instruction about safe movement around the workplace provided to visitors and external delivery drivers?	☐	☐	☐	
Is the level of supervision sufficient to check traffic movement and ensure safety of pedestrians and drivers?	☐	☐	☐	
Vehicle safety				
Have vehicles and powered mobile plant been selected which are appropriate for the tasks to be done?	☐	☐	☐	
Do vehicles have good direct visibility or devices for improving vision like external and side mirrors and reversing sensors?	☐	☐	☐	
Are vehicles fitted with effective service and parking brakes?	☐	☐	☐	
Do vehicles and powered mobile plant have seatbelts where necessary?	☐	☐	☐	
Is there a regular maintenance program for all vehicles and powered mobile plant?	☐	☐	☐	
Is there a system for reporting faults on all vehicles and powered mobile plant?	☐	☐	☐	
Do drivers carry out basic safety checks before using vehicles?	☐	☐	☐	
Traffic Signs				
Are all external to site traffic signs installed / located as per TCP / TMP?	☐	☐	☐	
Are any modification to approved TCP / TMP been approved?	☐	☐	☐	
Are all signs free of obstructions limiting visual contact by drivers?	☐	☐	☐	
Are all signs free of damage affecting their readability?	☐	☐	☐	
Are signs visible in all lighting conditions / weather conditions?	☐	☐	☐	
Are all signs of the correct size?	☐	☐	☐	
Are all signs installed at the correct height?	☐	☐	☐	
Are VMS signs placed in clear line of sight to drivers?	☐	☐	☐	
Are VMS signs parked / placed in safe position?	☐	☐	☐	
Are traffic speeds being adhered to?	☐	☐	☐	
Are appropriate cautionary / warning signs placed well in advance on the approach to the works?	☐	☐	☐	
Any signs not use have been covered over?	☐	☐	☐	
Has access for cyclists / pedestrians been provided for?	☐	☐	☐	
Has access into / out of property been provided for?	☐	☐	☐	
Traffic Controllers				
Are traffic controllers (TC) being used?	☐	☐	☐	
Are there sufficient / correct number of TC in use?	☐	☐	☐	
Are TC qualifications / tickets current and sighted?	☐	☐	☐	
Has an appropriate means of communication between TC been established?	☐	☐	☐	
Traffic Barriers				
Are traffic barriers installed correctly?	☐	☐	☐	
Are the barriers the correct type for the application?	☐	☐	☐	
Are water barriers filled?	☐	☐	☐	
If using flex-barriers, are workers working outside the deflection zone?	☐	☐	☐	
Have speeds been adjusted to suit barrier type and installation?	☐	☐	☐	
Corrective Actions Required as a result of Inspection				

Traffic Controls Inspected by:		**Dated:**	

Note: If the answer is "No" to any of the above questions, then the identified issue shall be immediately rectified by site personnel if within their ability to do so or alternatively having the traffic control contractor return to site and rectify. If a potential issue cannot be immediately rectified – the Supervisor shall advise all site personnel of the unsafe condition and what action is to be taken to make area safe until properly resolved.

ABERGELDIE
COMPLEX INFRASTRUCTURE

Abergeldie Contractors Pty Ltd

5 George Young St
Regents Park NSW 2143
(P) 02 8717 7777
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ABN# 47 004 533 519

N235 SYDNEY INTERNATIONAL SPEEDWAY – EARTHWORKS AT SOUTH AND NORTH PRECAST FACILITY

Contract No. 00013/11864

EMERGENCY RESPONSE AND INCIDENT MANAGEMENT PLAN

24/03/2021

Revision No: 2

EMERGENCY RESPONSE COORDINATOR – PETER RYAN 0425 233 149

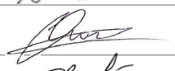
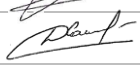
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1 DOCUMENT CONTROL

1.1 APPROVAL

FUNCTION	POSITION	NAME	SIGNATURE	DATE
Prepared by	Interface Manager	Ari Kalamotas		24/03/2021
Reviewed by	Construction Manager	Joseph Maklouf		24/03/2021
Approved by	Project Director	Dmitri Khomoutov		24/03/2021

1.2 DOCUMENT REVISION STATUS

Each page of this document bears a document number and revision date. When revisions to the document are issued, the following table will be updated to show the most recent revision level. The revised document will be forwarded to the holders of controlled copies. Recipients are responsible for destroying or marking “superseded” on the previous revision.

REVISION DATE	AMENDMENT DESCRIPTION
16/03/2021	Controlled copy 1 – Submitted for review
24/03/2021	Revision 2 – Amended to address SM comments

Any changes within this document that modify either the scope or intent of the original document are highlighted in the right margin by a vertical bar (|).

Where review and revision is deemed warranted, i.e. such as comments received from the Client, or where necessary to reflect changes in contractual or Project requirements, or as a result of an incident then these revisions shall be reviewed by the Project Manager and approved by the Project Director.

1.3 DISTRIBUTION (CONTROLLED COPIES)

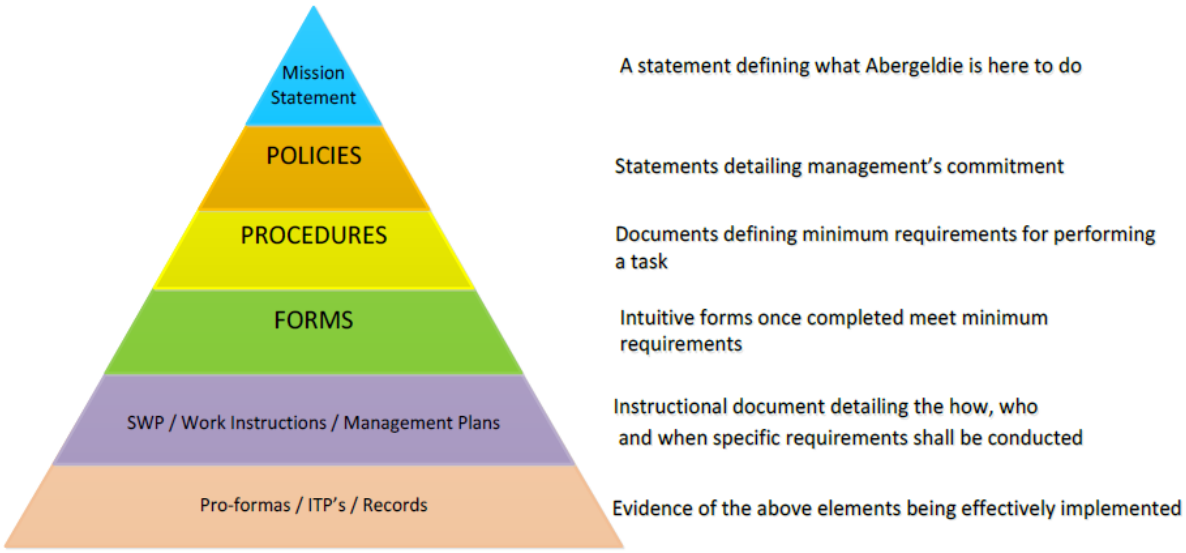
COPY	ISSUED TO	COMPANY / POSITION	DATE
1	Sunny Singh	Sydney Metro – Senior Project Manager	10/03/2021
2	Sunny Singh	Sydney Metro – Senior Project Manager	24/03/2021

1.4 ABBREVIATIONS & DEFINITIONS

ACPL	Abergeldie Contractors Pty Ltd
Client	Sydney Metro West
ERIMP	Emergency Response and Incident Management Plan
Plan	This Emergency Response and Incident Management Plan
Project	Sydney International Speedway – Variation for Earthworks at South and North Precast Facility
WRA	Workplace Risk Assessment

2 INTRODUCTION

The document hierarchy (below) provides an intuitive navigation through the 6 tiers of policy and policy-linked documentation that form ACPL's approved Policy Framework.



ACPL will operate an Integrated Management System (IMS), comprising of policies, procedures, safe work practices and forms that define the minimum requirements by which ACPL functions. Where practical those associated policies and procedures are appended for the benefit of review of this Emergency Response and Incident Management Plan. It is a requirement of the project team to reference the management system for all approved policies and procedures and reliance on appendices are provided for the purpose of evaluation.

2.1 PURPOSE

The intent of this Emergency Response and Incident Management Plan (ERIMP) is to assist site personnel to adequately respond to a potential emergency situation. It details specific responsibilities and processes to be implemented in the event of an emergency event that could pose a threat to life, health, property or the general environment. The primary objectives of the ERIMP are to:

- Clarify the responsibilities and actions to be taken in an emergency event to ensure that workers respond expediently and with confidence to different emergency scenarios,
- Detail the manner in which emergencies or critical incidents on the Project are to be managed,
- Provide guidance and detail on responsibilities and lines of communication for effective emergency management, and
- Provide information relating to the identification, prevention and management of emergencies including the subsequent recovery following an event on this Project.

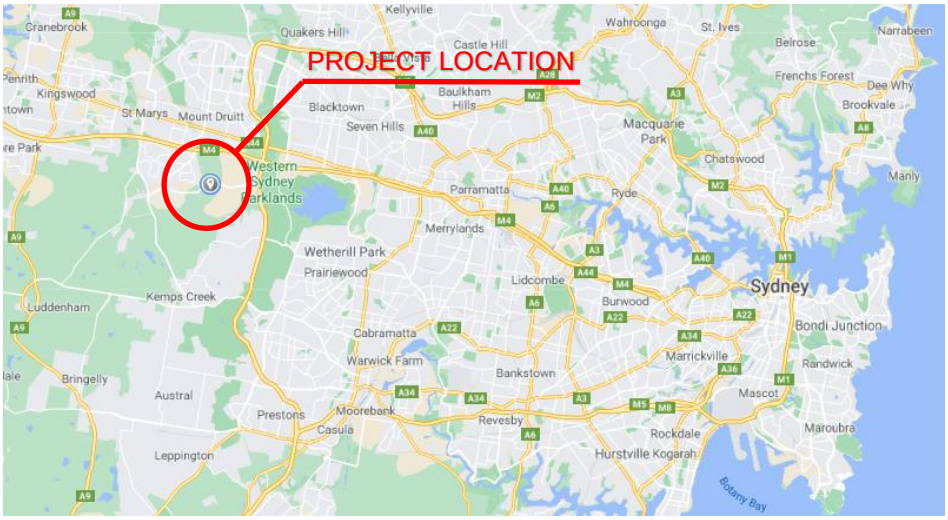
This ERIMP covers critical incidents and emergencies and details the arrangements for control and coordination of an effective response to, recovery from, and the provision of aid to, an emergency.

This document shall be read in conjunction with the applicable Project Management Plans and associated ACPL internal procedures.

2.2 RELATED DOCUMENTS

- Project Management Plan (PMP)
- Crisis Management Plan
- Bush Fire Management Plan
- Security Management Plan
- Workplace Relations Management Plan
- Work Health and Safety Management Plan

3 PROJECT DESCRIPTION

Project Name	Sydney International Speedway Project – Variation for Earthworks at South and North Precast Facility
Project Address	Lenore Drive, Eastern Creek
Workplace Location	
Time for Completion	1. Construction of 7m wide ~500m long temporary haul road to North Precast Facility – 31 May 2021 2. South Precast Earthworks (incl. batters and Hydromulch) – 31 July 2021 3. South Detention and Retention Basin (incl. landscaping, fencing) – 31 August 2021 4. North Precast Earthworks (incl. batters and Hydromulch) – 31 August 2021 5. North Detention and Retention Basin (incl. landscaping, fencing) – 31 August 2021 6. Construction of Sewer works – 31 August 2021 7. Construction of Chain link fence along Lenore Drive and Landscape in the 10m setback area – 31 August 2021
Date for Completion	31 August 2021

The construction scope for the earthworks at South and North Precast Facility shall include:

- Transportation of 90,000m3 fill from Sydney International Speedway site. Fill to comply with TfNSW R44 specifications.
- Site preparation (site security, sedimentation and erosion controls, ecologist, any rubbish, contamination removal and disposal, etc.)
- Construction of Detention and Retention Basins, security fence and landscaping - South and North
- Earthworks (as per TfNSW R44 specifications) - clear grub, topsoil removal, ~60,000m3 fill in South Precast Facility, cut and fill balance in North Precast Facility. 95% nominal value of relative compaction with a uniform level (maximum grade of 1%). These works will include:

- Top/capping layer on the Earthworks pads
- An open channel drain in the southern precast facility for the overflow creeks (east to west) and relevant swale drains.
- Hydro mulch all batters on Ropes Creek side, around EPZ, North side of north precast pad, Archbold Road side of the North Precast pad, Along Lenore Drive and (except first 10m setback along Lenore Drive will have high quality landscape treatment – Provisional item).

- 30,000m3 fill to be stockpiled in North Precast Facility to be used for Road Construction.

Exclusions: Any top/capping layer on the Earthworks pads. Roadworks by TfNSW (Former RMS).

3.1 LOCATION

The project location is bounded by undeveloped land zoned for future industrial use under the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP) and owned by the Office of Strategic Lands (part of the Department of Planning, Industry and Environment Cluster).

The main access to the site will be via Lenore Drive, Eastern Creek.



Figure 1 – Project location and approximate boundary.

4 RESPONSIBILITIES (REFER MSM - OV2)

Responsibilities of key personnel with regards to implementing this plan are as set out in the following section.

The ACPL Project Director shall be accountable for the implementation of this Emergency Response and Incident Management Plan and shall be assisted in daily activities by the ACPL nominated “Emergency Response Coordinator (ERC)”.

4.1 ABERGELDIE PROJECT DIRECTOR

RESPONSIBILITIES	FREQUENCY
Ensure that activities are assessed for risk prior to commencement	Continually
Managing the emergency from a corporate level	As required
Informing the Managing Director, Systems Manager and Operations Manager of an incident	On occurrence
Participation in the investigation of serious incidents	On occurrence
Provide appropriate resources to implement the processes defined in this ERIMP	As required

4.2 ABERGELDIE PROJECT MANAGER

RESPONSIBILITIES	FREQUENCY
Review & implement this ERIMP	As required
Ensure that foreseeable risks (potential emergency situations) are identified, documented on Workplace Risk Assessments and controlled appropriately	Continually
Provide appropriate resources to implement the processes defined in this Plan (Nominate the Emergency Response Coordinator)	As required
Ensure site personnel are trained in emergency response procedures	As required
Inform the Project Director of emergency situations	On occurrence
Inform the Client representative of emergency situation status	On occurrence
Notification of & participation in the investigation of serious incidents	On occurrence
Monitor the effectiveness of implemented emergency control measures	Continually
Keep ACPL management informed of the ongoing situation regarding an emergency event	As required

4.3 ABERGELDIE SUPERINTENDENT

RESPONSIBILITIES	FREQUENCY
Review & implement this ERIMP	As required
Ensure that foreseeable risks (potential emergency situations) are identified, documented on Workplace Risk Assessments and controlled appropriately	Continually
Notification of & participation in the investigation of serious incidents	On occurrence
Monitor the effectiveness of implemented emergency response control measures	Continually

RESPONSIBILITIES	FREQUENCY
Accounting for all personnel working for ACPL and various subcontractors during an emergency event.	On occurrence
Coordinating with the emergency response coordinator	As required

4.4 ABERGELDIE WORKFORCE

RESPONSIBILITIES	FREQUENCY
Notify the occurrence of all hazards & incidents to the ACPL Project Superintendent / Project Manager	All Incidents
Adhere to all emergency response related instructions provided by supervision or Emergency Response Coordinator	Continually

4.5 ABERGELDIE SUBCONTRACTORS

RESPONSIBILITIES	FREQUENCY
Notify the ACPL Project Superintendent / Project Manager of activities being performed that are high risk or could be cause for an emergency situation	Continually
Notify the occurrence of all hazards & incidents to the ACPL Project Superintendent / Project Manager	All Incidents
Adhere to all emergency response related instructions provided by supervision or Emergency Response Coordinator	Continually

4.6 EMERGENCY RESPONSE COORDINATOR (ERC) PETER RYAN - 0425 233 149

RESPONSIBILITIES	FREQUENCY
Ensure site personnel are trained in emergency response procedures	Continually
Determine the level of response required to adequately manage an emergency event	On occurrence
Coordinate with emergency services, client and other stakeholders throughout emergency event	Continually
Notify the occurrence of emergency situations to the ACPL Project Superintendent / Project Manager	Continually
Maintain communication with ACPL Management throughout emergency situation	As appropriate

4.7 EMERGENCY CONTROL ORGANISATION (ECO)

The ECO shall consist of ACPL Project Director, ACPL WHS Manager, Sydney Metro Senior Project Manager and Sydney Metro WHS Manager

RESPONSIBILITIES	FREQUENCY
Determine escalation and de-escalation of incident	Continually
Coordinate with emergency services, client and other stakeholders throughout emergency event (in situations where incident is escalated)	Continually

RESPONSIBILITIES	FREQUENCY
Preservation of scene for incident investigation purposes	Continually
Manage media requirements	As required
Maintain records of incident / emergency / crisis	Continually
Next of kin notification requirements	On occurrence
Organise emergency / crisis event debrief	On occurrence

5 GENERAL

To adequately plan for an incident, emergency or crisis event, the risks associated with the site's activities and the interaction of our activities with other stakeholders needs to be identified, assessed and with suitable controls implemented. Form WHS001-F04 Workplace Risk Assessment is the primary tool for documenting such risks and suitable controls.

	INCIDENT/ NON SIGNIFICANT INCIDENT	EMERGENCY/ SIGNIFICANT INCIDENT	CRISIS
DEFINITION	An occurrence that may cause harm to a worker/visitor or short-term disruption in the workplace, but which can be dealt with by available resources.	A situation or occurrence that happens as a consequence of an incident and demands immediate action to preserve life, property and the environment.	A situation or occurrence that happens as a consequence of an incident and with significant impact to operation, performance, reputation or viability.
GENERAL NATURE	Physical event dealt with by ACPL with monitoring by Sydney Metro.	This includes construction failure, serious safety oversites, collisions / accidents, fire, explosions, spills, gas leaks, road accidents, natural disasters and civil disturbances.	Major disruption to business.
LOCATION	Site-based	Site-based/Precinct-based	Site wide/entire precinct-with implications on wider local community.
MANAGEMENT FOCUS	Operational – physical rectification. Project Manager, Superintendent, WHS Manager and/or first aider capable of coordinating incident response.	ERC to monitor situation and report to ECO. Situation may escalate to crisis and lead to activation of crisis management process. Corporate/supporting services – e.g. coordinating whole-of-precinct assistance, stakeholder management, communications, etc.	Crisis Control Organisation (CCO) and crisis management process activated. Situation cannot be handled locally by ACPL/Sydney Metro. Requires urgent strategic input from external emergency response agencies.

Table 1 Incident, emergency and crisis definition in order of significance

6 INCIDENT MANAGEMENT

The incident response processes shall be carried out in accordance the WHS010 Incident Management Procedure appended to this document at Appendix A.

7 SYDNEY METRO INCIDENT NOTIFICATION TIMEFRAMES

Immediate verbal notification will be provided to the Sydney Metro Senior Project Manager or delegate **within 10 minutes** of a situation classified as an Emergency or Crisis.

ACPL will notify Sydney Metro Senior Project Manager and Safety Manager in writing of any incident within 2 hours of the incident occurring.

All incidents will be entered into INX within 24 hours of the incident occurring.

A written report will be provided to Sydney Metro before close of business the following business day.

ACPL will undertake an investigation into critical incidents advising Sydney Metro of the preliminary findings within 14 days and a final report to be submitted within 28 days.

ACPL will also notify the Sydney Metro communications representative **within 10 minutes** of any incident with the potential to create adverse reputational damage to Sydney Metro.

8 SYDNEY METRO INCIDENT REPORTING REQUIREMENTS

8.1 NON-SIGNIFICANT SAFETY INCIDENTS

All safety incidents (not classified as significant or above) will be logged in Sydney Metro's Incident Reporting and Investigation Database as soon as possible after the event and within 24 hours.

8.2 SIGNIFICANT SAFETY INCIDENTS

All safety incidents that are classified as *Significant* must be notified to Sydney Metro within two (2) hours of the occurrence.

Notification of significant safety incidents will be via text message to Sydney Metro's nominated contact points. These are;

Senior Project Manager -	Sunny Singh (0400 278 669)
Project Manager -	Karen McLeod (0412 825 069)
Communications Manager -	Tara Larkin (0428 466 922)
Safety Manager -	Andrew Sargent (0418 375 287)

ACPL's Project Manager and WHS Manager are responsible to ensure notification is sent to Sydney Metro's contact point/s. Information to be provided includes:

1. The Contract Associated with the incident;
2. Time, date and location of incident;
3. If Emergency Services have been called and if they have responded;
4. Status of any injured person(s);
5. If media is at the scene, or expected;
6. A description of the incident;
7. A summary of the current situation;

8. The Person in Charge at the scene that will enable appropriate decisions about escalation and or reporting to regulators, potential consequences; and
9. Whether further information will be provided.

Where an incident is or has potential to escalate to an Emergency/Significant Incident or Crisis, a phone call is to be made immediately the Principal's Representative and/or Health and Safety Manager.

Within 24 hours, written notification is to be provided to Sydney Metro, confirming the details of the incident, using Sydney Metro's Incident Reporting and Investigation Database.

ACPL's site Safety Manager or delegate shall advise Sydney Metro's nominated Project representative and/or Health and Safety Manager (as applicable) where:

- any person suffers a workplace illness or injury that requires that person to be admitted to hospital as an in-patient;
- any person suffers a workplace illness or injury and is likely to be absent from work for more than one shift (a Lost Time Injury);
- an event that caused, or has the potential to cause injury or harm to any person or damage to property;
- an uncontrolled workplace hazard exists;
- Client property has been damaged;
- A fire event; or
- Other prescribed event as detailed in any applicable legislation.

9 HEALTH INCIDENTS

ACPL shall notify all uncontrolled over-exposures above the Workplace Exposure Standard to Sydney Metro as an incident.

10 INCIDENT INVESTIGATIONS

As soon as possible following the conclusion of a significant incident event, the Project Director will ensure that a detailed report of the event and response is prepared and forwarded to Sydney Metro and if required to other personnel within ACPL. The minimum requirements for crisis investigation and reporting are as follows:

- an independent lead investigator with minimum ICAM Lead Investigator Training or Equivalent must conduct the investigation,
- ensure attendance by ACPL's Project Director at meetings to determine investigation Terms of Reference,
- ACPL's Project Director must attend a meeting and present preliminary findings and corrective actions to Sydney Metro within two weeks of incident occurrence,
- attach any statutory notification forms, statutory notices and notice of any fines received in relation to the incident or near miss to the interim investigation report, and
- ACPL's Project Director must attend a meeting to present the final investigation report, corrective and preventive actions, and lessons learnt for dissemination across Sydney Metro.

ACPL will undertake an investigation into significant incidents advising Sydney Metro of the preliminary findings within 14 days and a final report to be submitted within 28 days.

11 POTENTIAL SITE-SPECIFIC EMERGENCY SITUATIONS

On review of the scope of works, the working environment, surrounding environment and the interaction between them, the following potential emergency scenarios have been identified as areas requiring an emergency response;

- first aid treatment,
- workers requiring off-site medical treatment,
- emergency services involvement,
- incident with plant on site (rollover / collision / services strike),
- fire (building / equipment / plant / explosion / vegetation),
- rescue of workers (electric shock, entrapped person, drowning)
- toxic material / hazardous substance spillage,
- uncontrolled pollutant release into natural waterways,
- hazardous activities / processes on or adjacent client property,
- bomb threats,
- violence or robbery or vandalism,
- emergency evacuation procedure – general, or
- Other potential sources of an emergency identified through WRA.

12 EMERGENCY WARNING

In the event of an emergency on this site, personnel will be alerted via the following methods:

- handheld radios,
- verbal communication if in ear shot,
- an aerosol siren,
- mobile phones,
- non-verbal hand signals / gestures to indicate if something is wrong, or
- email notification to all off-site staff to avoid staff attending site during emergency.

13 INTERFACE MANAGEMENT

In the event of an emergency, the ERC, after ensuring the safety of their own and that of others on site will be required to notify adjacent stakeholders that may be affected by the emergency.

Stakeholder	Contact	Phone number
RMS (if there is an incident impacting road users)	Service NSW	13 17 00

14 EMERGENCY RESPONSE EQUIPMENT

The ACPL Project Manager shall ensure emergency response equipment is appropriate to the tasks being performed and is suitably maintained, serviced and strategically located around the site.

The site layout plan shall detail the location of all permanent emergency equipment at the workplace and be displayed in prominent locations around the site.

The workplace layout plan(s) shall be part of the workplace induction for all personnel.

14.1 FIRE FIGHTING EQUIPMENT

Fire extinguishers shall be suitable for the type of works to be performed.

Fire extinguishers shall be located in easily accessible locations.

Employees shall be trained in the correct identification and application of the firefighting equipment.

For further information refer to Accident / Incident Management section in the site-specific Safety Management Plan.

14.2 HAZARDOUS SUBSTANCES

Spill kits appropriate to the quantities and type of hazardous materials in use on site shall be located in close proximity to where work is being done or where the material is stored.

Copies of Safety Data Sheets and their associated risk assessments are stored within the Site Project Office for all Hazardous Chemicals used on the Project.

Before commencing any clean-up of hazardous substances spill, a specific risk assessment shall be conducted to ensure site personnel are not exposed to any significant yet not considered risks.

14.3 FIRST AID

The Project Manager shall ensure that the site layout plan is prominently displayed identifying the location of first aid equipment. This information will also be included in the project induction to ensure that it is understood by all site personnel.

Each ACPL work vehicle will contain a first aid kit.

A first aid risk assessment will be conducted when construction commences to identify the number of first aiders required on site for each construction phase.

In accordance with the Code of Practice – First Aid in the Workplace it is noted that 1 first aider is required for every 25 workers on site as construction works are considered high risk.

14.4 COMMUNICATION DEVICES

Devices for communication on this site will be via:

- Mobile Telephone,
- UHF / 2 Way Radios,
- Landline telephone,
- Sounding of Air Horn,
- Verbal / runners.

15 EMERGENCY RESPONSE

An emergency response drill shall be completed within the first 6 weeks of establishment on site and thereafter at 6 monthly intervals or as otherwise determined by the Project Manager.

Such drills will include all personnel on site at any specific time (extends to employees, subcontractors and visitors)

The Emergency Response Co-ordinator shall ensure that the emergency response exercises are documented on Form WHS006-F01 - Emergency Evacuation Debrief and filed in the relevant project file.

Note: Drills should simulate various potential emergencies (fire, chemical spills or personnel injury) so that the response can be practiced.

Note: An Evacuation is not the only response to an emergency.

16 CONTINUOUS REASSESSMENT

Risk assessment needs to be a continuous process throughout the entire emergency response. This continuous assessment is to be undertaken by the ERC and the Project Director while liaising with Sydney Metro.

The initial incident severity classification may require adjustment as the incident and its wider impacts evolve and are better understood. The ERC must monitor the event and maintain records of any developments, notifying the Project Director of any changes to the situation, impacts and planned actions.

Reassessment should also follow milestones in managing the emergency and recovery, or as often as deemed necessary, depending on the nature of the emergency.

17 ESCALATION

The escalation of an incident is based on a combination of factors including:

- the consequences of the incident to:
  - employee and public safety,
  - security,
  - public health,
  - the environment, and
  - public confidence.
- the ability of the deployed people and resources to manage the consequences.

The appropriate person (i.e. ERC) has the authority to escalate an incident to a higher level and send appropriate notification to the Project Director corresponding to the escalation. The Project Director in consultation with Sydney Metro reserves an overriding right to escalate or deescalate emergencies.

Prompts for the escalation to a higher level include:

- increasing risk to employee and public safety,
- actual or potential impact on the community and environment is more widespread,
- the available people and resources associated with the original incident severity level are inadequate to manage the incident,
- more information is known about the incident, justifying a reclassification,

- an upward trending pattern of the initial incident (i.e. a domino effect), which may result in the escalation of the incident, and
- emergency services are required to assist.

18 REGULATORY NOTIFICATION

ACPL is responsible for the notification of health, safety and environmental events to applicable regulatory authorities in accordance with legislative requirements. Prior to notifying any event, ACPL's Project Director will inform the Sydney Metro Senior Project Manager. ACPL will notify Safework NSW in accordance with WHS Act 2011 and WHS Regulation 2017, where required.

Abergeldie has an obligation to report any breaches, near misses, accidents, incidents and infringments to TfNSW and the Heavy Vehicle Regulator within 2 days of the event taking place, as well as following up in eliminating further breaches. All Non-conformances shall be investigated and Corrective actions formulated and implemented to insure this never happens again.

19 SECURING THE SITE

Following the conclusion of the emergency, the site must be secured to prevent disturbance of the scene and injury to workers and other persons. Securing the site may include erection of physical barriers to the posting of security guards until investigations can commence.

20 RESTORATION OF NORMAL CONDITIONS

ACPL recognises the importance of returning to normal conditions and operations as soon as practicable following an emergency, to provide comfort and confidence to employees, stakeholders and members of the public. This is to be done in a number of ways, including but not limited to:

- Screening damage (if any);
- Rectifying damage (if any);
- Implementing additional controls (at incident location and others, where deemed necessary) to deter reoccurrence;
- Communicating additional controls to increase awareness to reduce the risk of reoccurrence.

The following processes and procedures for the restoration of normal conditions are to be undertaken after the incident:

- Inspecting the site to confirm that the area is safe for normal operation.
- Ensuring that all evidence of the emergency is properly recorded or kept for investigation purposes.
- Informing the WHS Manager that the emergency site is safe and ready for restoration to normal operation.
- Removing all site protections and barriers for restoration of normal operation only after authorisation from the Safety Manager.

Formal reports of all investigations are to be submitted to the Project Director then Sydney Metro.

21 EMERGENCY REPORTING

As soon as possible following the conclusion of an emergency event, the Project Director will ensure that a detailed report of the event and response is prepared and forwarded to Sydney Metro and if required to other personnel within ACPL.

22 POST EMERGENCY DE-BRIEFING

A full de-briefing and review of the emergency event and the response is to be conducted by the Project Director at the earliest opportunity following the close out of the event.

23 REVIEW

The Project Manager shall ensure that the Emergency Response and Incident Management Plan is reviewed after each and every drill or emergency situation.

Results of emergency drills and evacuations shall be communicated back to the site at a toolbox meeting so all personnel are aware of any improvements.

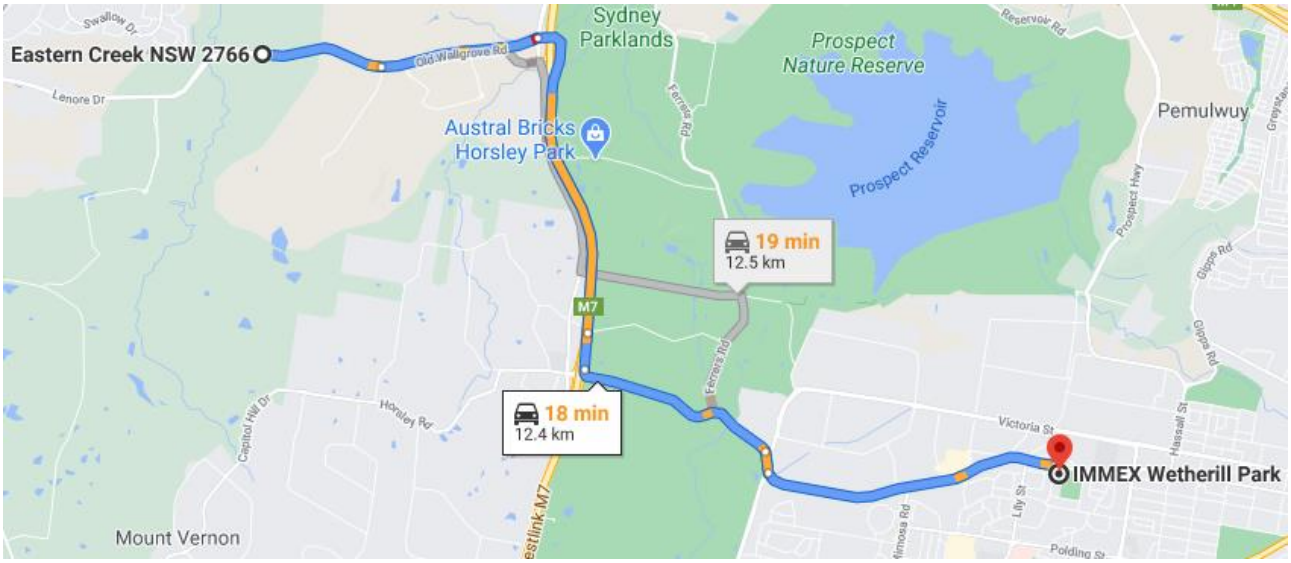
Note: The following pages are to be copied and placed on site notice boards and other prominent locations around site.

The purpose of the de-briefing and review is to identify deficiencies or weaknesses in the ERIMP and procedures and provide a strategy and timeframe in which to rectify those deficiencies. Additionally, the briefing session will be used to identify positive outcomes.

24 NON URGENT INJURED WORKER MEDICAL PROVIDER

In instances where the onsite first aid treatment room cannot adequately cater for an incident ACPL have nominated the following medical facility to provide assistance in the event of a non urgent injured worker medical emergency. This medical provider is aware of ACPL's presence in the area and are also aware of ACPL's injury management processes and commitment to returning injured workers back to work as quickly and as safely possible.

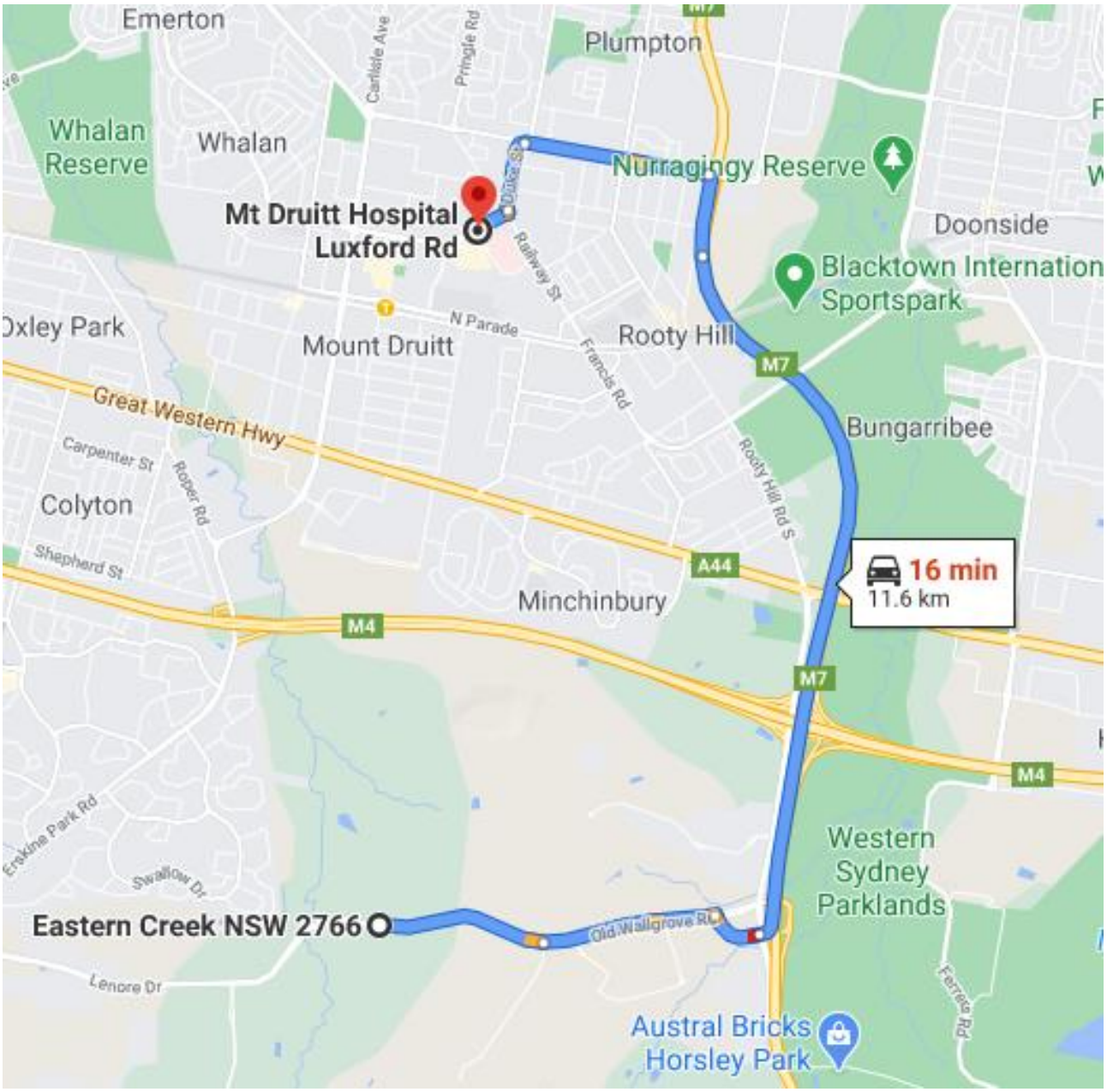
MEDICAL CENTRE NAME:	IMMEX Wetherill Park
ADDRESS:	Market Town, Shops 8 and 9, 1024 The Horsley Drive, Wetherill Park NSW 2164
TEL:	(02) 8597 9111
MAP:	See Below



25 URGENT INJURED WORKER MEDICAL PROVIDER

ACPL have nominated the following medical facility to provide assistance in the event of an urgent injured worker medical emergency.

HOSPITAL NAME:	Mt Druitt Hospital
ADDRESS:	75 Railway St, Mount Druitt NSW 2770
TEL:	(02) 9881 1555
MAP:	See Below



26 EMERGENCY RESPONSE PROCEDURES

The following emergency procedures are a guide of what to do in the event of an emergency situation and shall be communicated to all site personnel at their induction.

Medical Emergency

- Do NOT panic.
- Protect yourself by checking for the presence of hazards.
- Obtain the assistance of others in the area to help you.
- Phone NSW Ambulance by dialling 000 or 112 and provide them with your name, location, number of people involved and the detail of medical emergency. Do not hang up until directed to do so.
- Contact ERC or the First Aider Officer and report the location and details of the medical incident.
- If it is safe to do so, leave the injured person where they are.
- Render whatever First Aid assistance you can and administer first aid up to the level of your training.
- First Aider to respond with First Aid Kit and defibrillator shall quickly check the situation for danger and assess the person's condition (Danger, Respond, Send, Airways, Breathing, CPR, CPR, and Defibrillation [DRSABCD]).
- Assign someone to meet the Ambulance and escort them to the injured person.

Fire and Smoke Event

- Do NOT panic.
- Raise the Alarm and alert others by yelling out "fire, fire, fire"
- Obtain the assistance of others in the area to help you.
- Phone NSW Fire and Rescue by dialling 000 or 112 and provide them with your name and the site location. Do not hang up until directed to do so.
- Report the location and details of the fire to the ERC.
- ATTEND to human life in danger.
- Attempt to extinguish the fire only if the fire is of a manageable size and you are competent in correctly selecting and using an extinguisher.
- Follow instructions given by the ERC or Emergency Services Workers.
- On hearing the alert signal / evacuation tone, make your way to the Emergency Assembly Area / Muster Point and remain there until otherwise directed.
- Assign someone to meet Fire and Rescue and escort them to the injured person.

Evacuation Procedure

- Do NOT panic.
- Do NOT run.
- On hearing an “emergency” alarm or on becoming aware of an emergency, quickly make safe your area by shut down plant and equipment. Listen carefully and follow the instructions of the ERC.
- Make your way to the designated muster point.
- Notify other workers of the requirement to evacuate and assist them where possible.
- Make note of the location of any incapacitated or injured workers who are unable to evacuate.
- Proceed to the Emergency Assembly Area / Muster Point and alert the Emergency Controller of anyone person unable to be evacuated.
- Remain there until otherwise directed by the ERC or Emergency Services Workers.

Environmental Spill or Leak

- Do NOT panic.
- Obtain the assistance of others in the area to help you.
- Obtain the Safety Data Sheet and Risk Assessment from the Site Office.
- Phone NSW Fire and Rescue 000 or 112 and provide them with your name and the site location and nature of the spill and request the immediate attendance.
- Report the location and details of the spill to the ERC.
- Restrict access to the danger area by using barriers / barricades where the spill has occurred (only if safe to do so).
- Shut down any plant or equipment that could generate a flame or spark.
- Remove any workers from downwind.
- Attend to the emergency (only if trained and it is safe to do so). Utilising spill kits / spill containment devices if liquid spill / leak.
- Attend to injured workers in accordance with the Safety Data Sheet and Risk Assessment.
- Follow instructions given by the ERC or Emergency Services Workers.
- The alternative assembly area may need to be used if the weather conditions are transporting vapours toward the primary assembly area. Listen for instructions and take note of unusual smells and conditions.
- On hearing the alert signal / evacuation tone, make your way to the Emergency Assembly Area / Muster Point and remain there until otherwise directed. Proceed to the safe assembly area and remain there until otherwise directed by ERC or Emergency Services Workers.

Bomb Threat Procedure

If you receive a Bomb Threat or you locate a suspicious package;

- Do NOT panic.
- If possible, attract the attention of a fellow worker.
- Keep the caller on the line as long as possible to gather information.
- Obtain as much detail as possible about the bomb and its location.
- Listen carefully for any background noises, speech mannerisms, accents or any other details that might give a clue to the age, sex, identity and location of the caller.
- Phone NSW Police by calling 000 or 112 and provide them with your name and the site location and the details of the threat.
- Immediately notify the ERC.
- Any suspicious package must be left alone, not be touched or attempted to be moved.
- Evacuate the worksite and move to the muster point.
- Seal the area as best possible (e.g. block entrance).
- Advise others of the requirement to evacuate and immediately go to the muster point.
- Muster and await further instruction from the NSW police.

Victims of Lightning Strike

Note: Post lightning strike / shock victims do not carry an electrical charge and can be safely handled.

- Immediately notify Project Manager / Superintendent / ERC of the occurrence
- Immediately contact 000 to notify of an electric shock,
- Ensure the onsite Senior First Aider attends to the patient commencing DSRABCD / CPR / first aid and defibrillation if necessary prior to transport,
- Ensure an Automated Defibrillation Device (AED) and trauma kit are available for use on site by a Senior First Aider prior to the arrival of medical professionals;
- Make the incident / event area safe by barricading the scene;
- Ensure the isolation of other potentially hazardous energy sources in accordance with *SWP061 - Isolation of energy sources* to prevent any further occurrences, and
- Arrange for the injured person to be immediately transported via ambulance or helicopter to the nearest medical facility capable of providing assessment / treatment for electric shock.
- Provide next of kin details to the emergency medical personnel in attendance, and
- Complete Form WHS010-F04 – Electric Shock - Medical Specialist Referral Form and provide to patient and emergency medical professionals in attendance

Contact with Live Overhead or Underground Power Cables

WARNING



When a crane or item of plant inadvertently contacts overhead power lines circuit protective devices may operate to automatically turn the power off. However some protection devices are designed to automatically reclose thereby re-energising the powerlines after a short period of time, typically 1 – 4 seconds.

Should contact be made with a live overhead or underground power cables or a flash-over occurs between a live overhead power line and a crane or an item of mobile plant, the following actions shall be taken:

- Report the location and details of the incident to the ERC.
- Obtain the assistance of others in the area to help you.
- Keep all workers at least 8 metres away from the plant.
- Phone Electrical Network provider and give them your name and the site location and request for the power to be isolated.
- An attempt should be made to break the machinery's contact with the live overhead power line by moving the jib or driving the machine clear.
- If it is not possible to break the contact with the live overhead power line, the operator of the crane or mobile plant should remain inside the cabin of the crane or plant.
- The operator must remain in place until the power has been isolated, and the 'all clear' given by the network operator.

If it is essential to leave the cabin or the operator's position due to fire or other life-threatening reason, the plant operator must exit the plant in the following manner to prevent electric shock.

- Do not touch the equipment and the ground at the same time.
- Jump clear of the plant and land on both feet.
- Do not run or walk away from the plant.
- Hop away with both feet leaving and contacting the ground at the same time or shuffle away with both feet maintain contact with the ground at all times
- Do not touch or allow persons to touch any part of the crane or plant item until the Electrical Network Provider has confirmed that the Electricity Supply has been isolated.

Do not attempt to render assistance to any person who has received an electric shock unless the power supply has been confirmed isolated by the Network Provider.

Collapse of Temporary Structure

- Do NOT panic.
- Obtain the assistance of others in the area to help you.
- Assess the requirement for emergency services.
- Phone 000 or 112 NSW Fire and Rescue and NSW Ambulance and provide them with your name and the site location and request the immediate attendance.
- Report the location of the incident to the ERC.
- Muster ACPL First aiders to render assistance to injured persons.
- Stop all other works within the vicinity.
- Station spotters or erect barricading to control access to incident area.
- Warden to direct Emergency Services to the incident area.
- Follow WHS 010 notification process.

Trench / Excavation Collapse

- Do NOT panic.
- Do not enter any unsecured sections of the trench.
- Obtain the assistance of others in the area to help you.
- Remove non-essential workers from the area.
- Evacuate any other workers from the trench.
- Phone Emergency Services 000 or 112, Fire and Rescue and NSW Ambulance.
- Give your name, location, number of people involved, details of the emergency.
- Muster ACPL First aiders to render assistance to injured persons.
- Restrict approach of all rescue plant to within 5m of the trench zone of influence.
- Stop all mobile plant movements within the area 100m of the incident area.
- Attempt to confirm the position and number of the trapped workers.
- If workers are visible, hand remove material to enable them to breath.
- Warden to direct Emergency Services to the incident area.
- Follow WHS 010 notification process.

Public Traffic and Pedestrian Incident

- Do NOT panic.
- Obtain the assistance of others in the area to help you.
- Assess the requirement for emergency services.
- Phone the required Emergency Services 000 or 112; Police and Ambulance and Fire Brigade.
- Give your name, location, number of people involved, details of medical emergency.
- Muster ACPL First aiders to render assistance to injured persons.
- Muster water cart and fire extinguishers and workers to the area.
- Utilise the site Traffic Controllers to manage traffic and pedestrians.
- Ensure sources of ignition are not allowed in the area.
- Erect barricading to restrict access to incident area.
- Alert people nearby and enlist their aid as required.
- Evacuate immediate area if explosive vapours and fumes are present.

Plant Rollover

- Do NOT panic.
- Obtain the assistance of others in the area to help you.
- Assess the requirement for emergency services.
- Phone the required Emergency Services 000 or 112 Ambulance and Fire and Rescue
- Give your name, location, number of people involved, details of medical emergency.
- Muster ACPL First aiders to render assistance to injured persons.
- Muster firefighting equipment.
- Stop all other works within the vicinity and monitor the area for fuel vapours / fumes.
- Shut down any plant or equipment that could generate a flame or spark.
- Evacuate immediate area if a potential fire or explosion exists.
- Station spotters or erect barricading to restrict access to incident area.
- Warden to direct Emergency Services to the incident area.
- Follow WHS 010 notification process.

27 EMERGENCY RESPONSE CONTACT DETAILS

Client:		Sydney Metro West	
Project No:		N235	
Project Address:		Lenore Dr, Eastern Creek 1.5km eastbound from Grady Cres and 1.5km westbound from Telopea Pl	
Project Manager Name:		Peter Ryan	
EMERGENCY CONTACT NUMBERS			
Emergency Response Coordinator		Peter Ryan	0425 233 149
Emergency Coordinator Deputy		Zac Simpson	0438 200 219
CHIEF WARDEN		TBC	TBC
DEPUTY WARDEN		Zac Simpson	0438 200 219
FIRST AIDER		Zac Simpson	0438 200 219
FIRST AIDER		Ken Iles	0427 316 466
FIRST AIDER		Peter Ryan	0425 233 149
POLICE	000	ELECTRICITY	131 003
FIRE	000	GAS	131 909
AMBULANCE	000	WATER	132 090
MEDICAL CENTRE	02 8608 2101	POISONS	131 126
HOSPITAL	02 9881 1555	SES (State Emergency Service)	132 500
		POLLUTION LINE	1300 784 482
The following personnel shall be contacted in the event of an emergency on site:			
CLIENT CONTACT NUMBERS			
Client Project Manager (off site)		Karen McLeod	0412 825 069
Client Site Representative (off site)		Luke Tobin – Project Engineer	0448 285 995
Client Safety Representative (off site)		Andrew Sargent – Safety Advisor	0418 375 287
Client Media Liaison (off site)		Tara Larkin	0428 466 922
Client Environmental Manager (off site)		John Ieroklis	0404 041 829
ABERGELDIE SITE CONTACTS			
Position		**Contact Name**	**Contact Number**
Project Manager		Peter Ryan	0459 103 156
Superintendent		Zac Simpson	0438 709 301

Project Engineer	TBC	TBC
WHS Advisor	Ken Iles	0427 316 466
ABERGELDIE OFF-SITE CONTACTS		
Position	**Contact Name**	**Contact Number**
Managing Director	Mick Boyle	02 8717 7777
General Manager	Mark Whelan	0418 709 313
Project Director	Dmitri Khomoutov	0437 037 148
Senior HR Business Partner	Najwa Zaitar	02 8717 7777
Workers Compensation Manager	Ken Iles	0427 316 466

28 CRISIS MANAGEMENT

The crisis response processes shall be carried out in accordance the Crisis Management Plan. The Crisis Management Plan is appended to this document at Appendix B.

29 TRAUMA COUNSELLING SERVICES

Where ACPL personnel require trauma counselling the Project Director shall liaise with the Human Resources department to obtain appropriate services. These services may also be made available to subcontractors where required.

This process is coordinated through the ACPL WHS Manager.

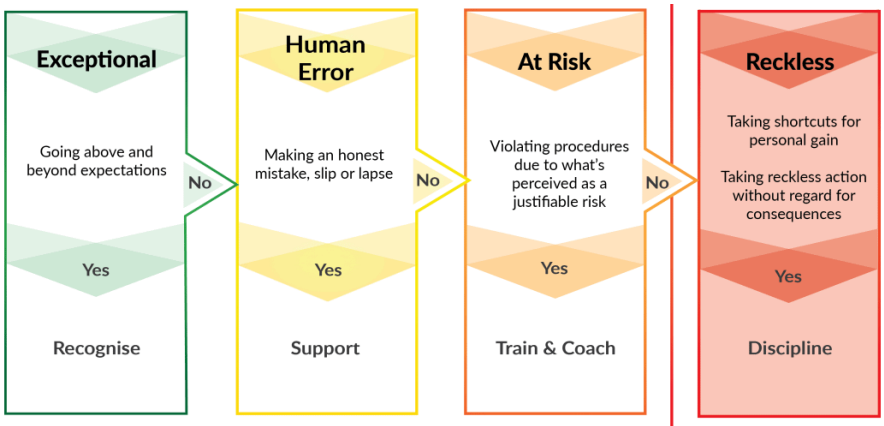
Employees are encouraged to contact the Employee Assistance Program on 1800 808 374 if they require support.

30 MEDIA LIAISON

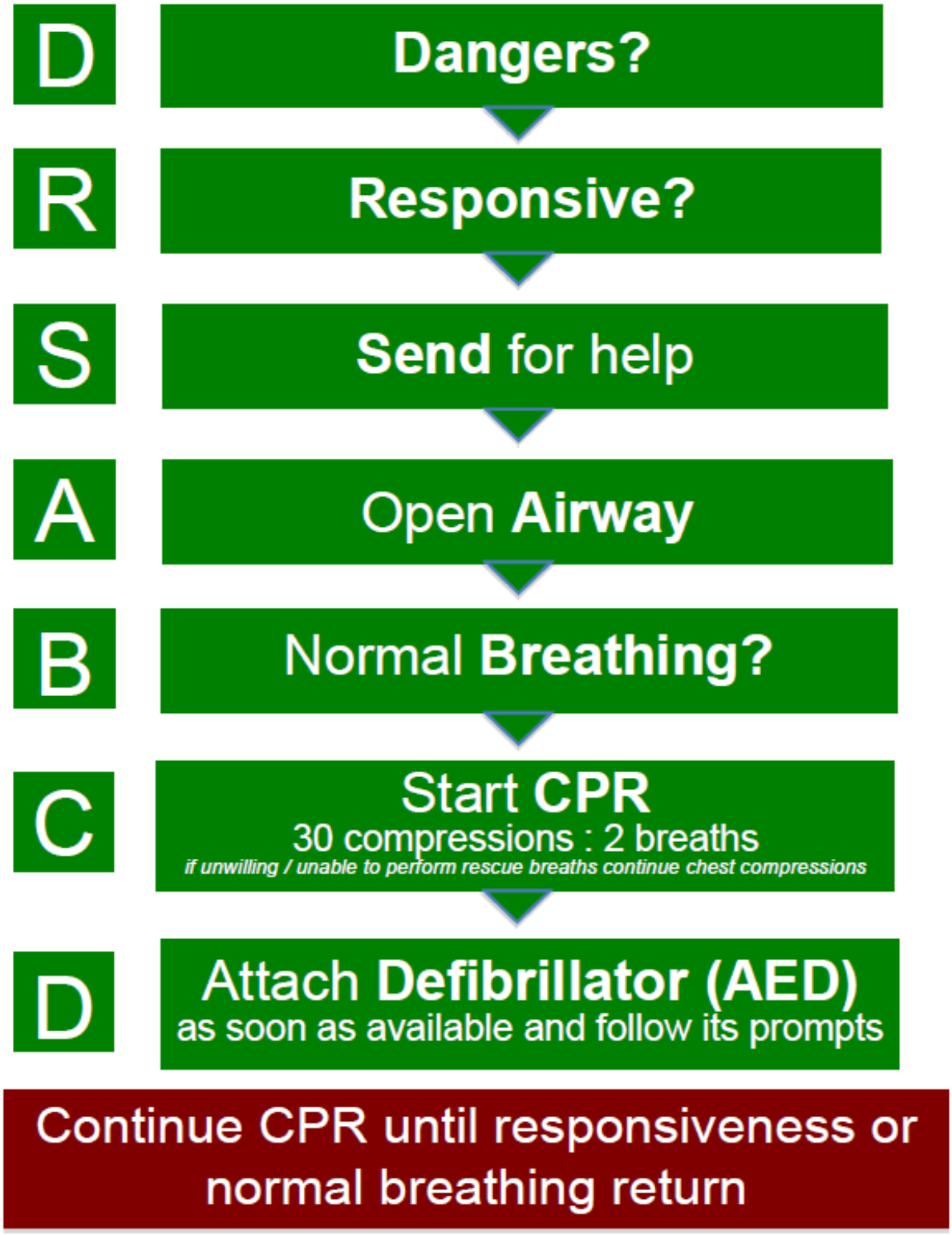
During or following a security threat or incident, the Project Director will (where relevant) communicate with Sydney Metro media liaison to provide assistance in response to any media enquiries. The Sydney Metro media liaison will coordinate all media enquiries.

31 JUST CULTURE

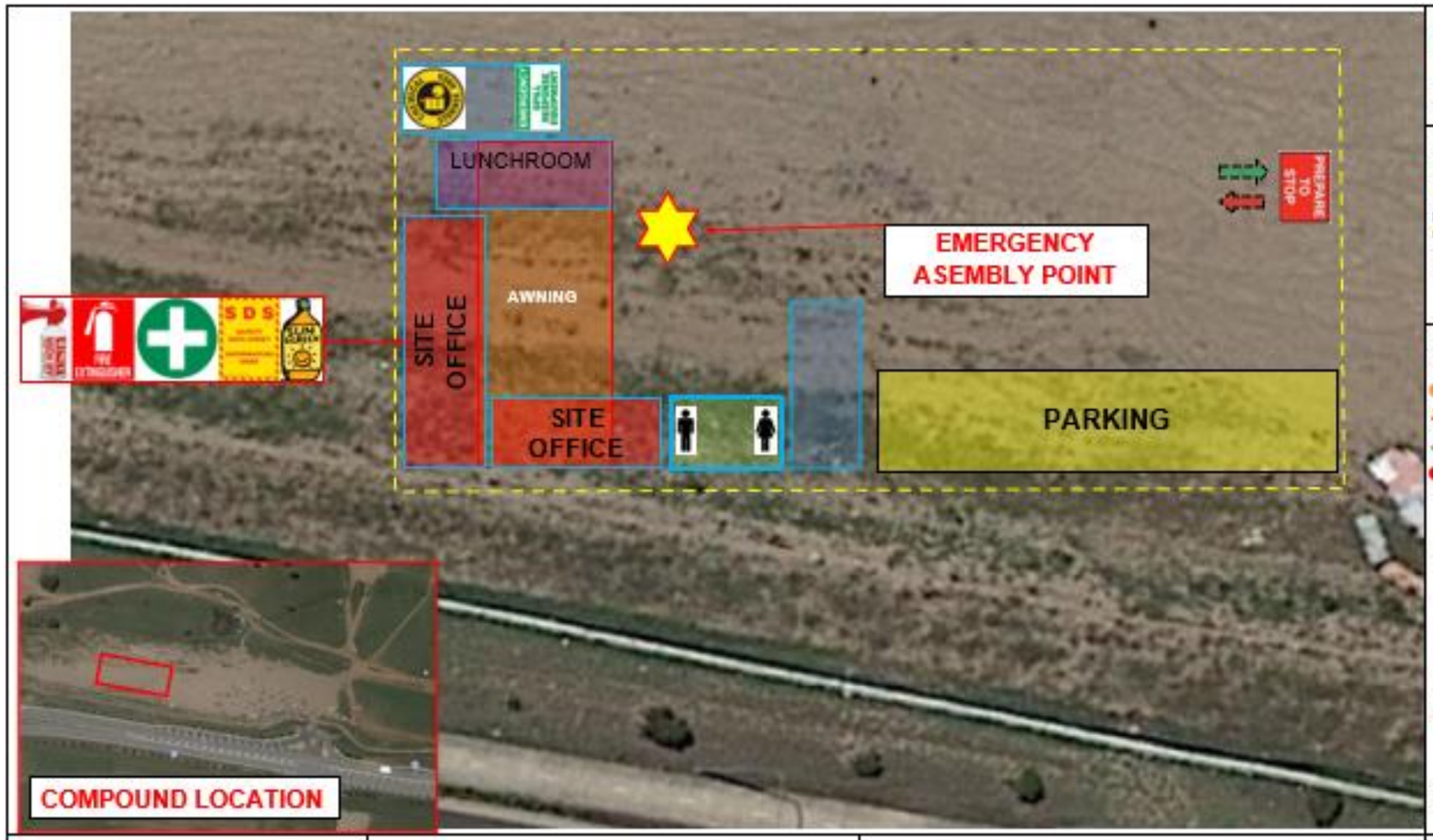
ACPL acknowledges the potential for our workers to make mistakes and drift into at risk behavioural choices. Therefore, the intention of our just culture model is to shift the focus from errors and outcomes to system design and behavioural choices.



32 DRSABC RESPONSE



33 SITE COMPOUND EMERGENCY ASSEMBLY POINT MAP



AMENITIES
Site Office
Lunch Room
Toilet
Container
First Aid Kit, Air Horn and Defibrillator located in site office. Spill Kit located in container.

Dust Control Area
Exclusion Zone
Protect Vegetation
Rail Corridor
Principal Parking
Site Boundary
Heritage Curtilage
Lay Down Area
North
Refuelling Area

Retain Tree
Remove Tree
Seed Grass
Silt Fence
Drain Protection
Geotextile
Emergency Ass. Point
Concrete Washout
Stockpile
Stabilised Entry/Exit
Hay Bale/Mulch Stockade
Fence
Toilets
First Aid Kit
SDS Location
Fire Extinguisher
AED
Auto External Defibrillator
Air Horn
Spill Kit
Sunscreen
Chemical Storage Area

WORKING HOURS
Monday to Friday – 7am to 6pm
Saturday – 7am to 1pm
No work on Sunday's or Public Holidays.

NOISE
High noise activities to be limited where possible and nearby residential noise receptors will be marked on this plan.

OUT OF HOURS WORK
Unless otherwise approved no work outside the allowable hours is permitted.

SITE INDUCTION
All personnel are required to undergo basic environmental training contained within the site specific induction.

EARTHWORKS CONTROLS
- All vegetated areas will remain undisturbed as long as possible.
- Generally, all stockpiles will be covered when not for immediate use or extended periods. Silt fencing around stockpiles will be constructed as per plans.
- All disturbed areas will be fenced off and have sediment controls at the end of each shift.
- Entry and exit points will be stabilised where possible to minimise dirt/mud tracking onto roadways.
- All environmental controls will be installed as per the 'Blue Book'
- All excavated material shall be classified prior to disposal off site.
- Contaminated materials will be marked on the plan and procedure in CEMP followed for testing and disposal of waste.

PEDESTRIAN / TRAFFIC CONTROL
- All traffic control will be deployed as per the approved TMP for the site.
- All pedestrian traffic will be moved to clearly marked routes with approved way-finding signage.
- All traffic control will be implemented by a specialist contractor.

BOUNDARY / EXCLUSION ZONES
- All areas marked as exclusion/Boundary zones (incl. tree protection zones) shall be clearly marked on the above plans.

COMMUNITY LIAISON
- All public/community complaints and enquires shall be directed to the <insert where complaints are to be directed>
- Public notification signs shall be placed on site boundary fences. The local community shall be notified 7 days prior to starting work.

TRAFFIC DEVICES/CONTROLS – As per TCP's No:
ROADWORK AHEAD
FOOTPATH CLOSED
USE OTHER FOOTPATH
PREPARE TO STOP
Vehicles In Route
Vehicles Out Route
Resident Access

PROJECT START / FINISH: Sept. 2020 – Sept. 2021

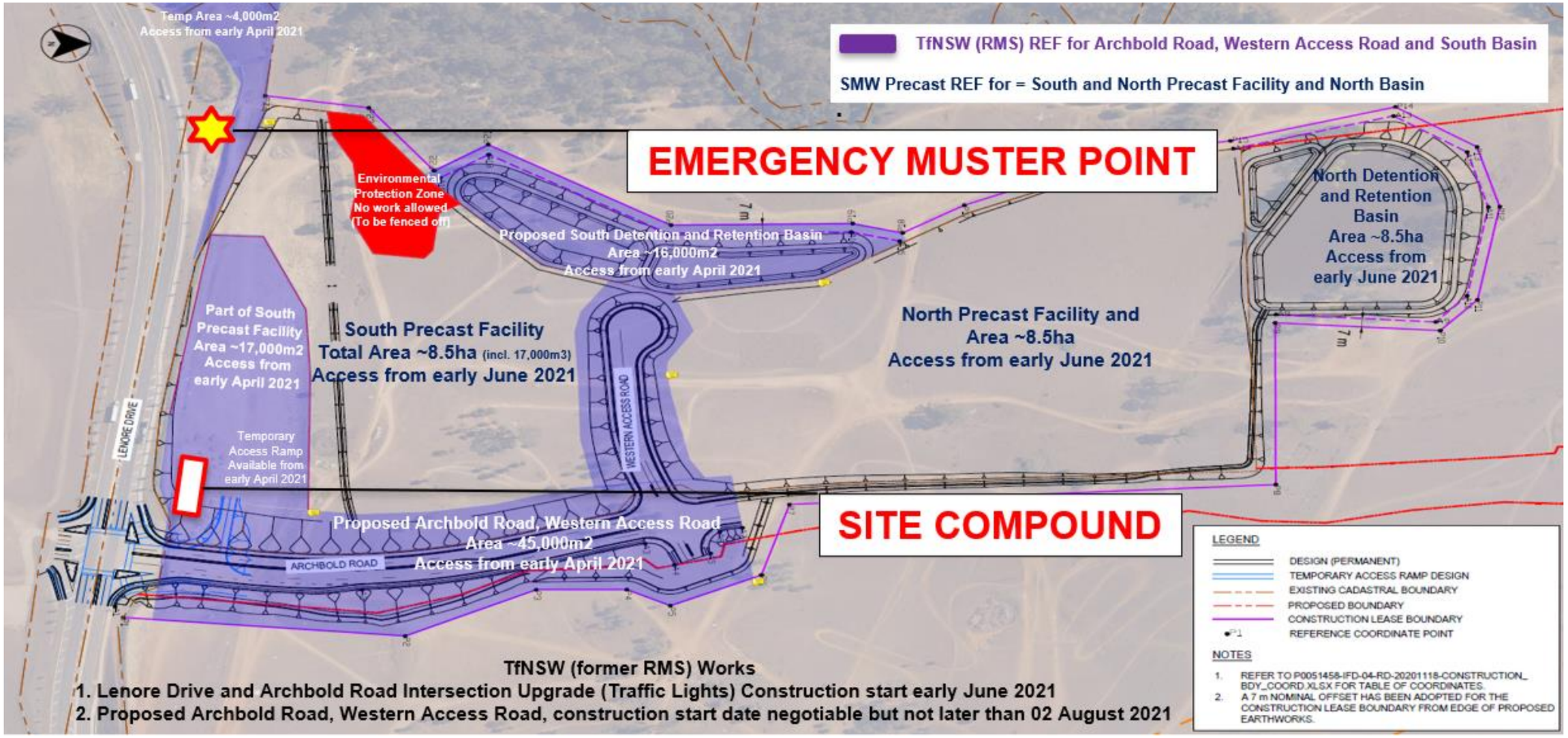
THIS LAYOUT SHALL BE DISPLAYED IN A PROMINENT POSITION ON SITE FOR VIEWING BY ALL PERSONNEL

ABERGELDIE COMPLEX INFRASTRUCTURE
WIS000-F05
Issue Date: Mar2016

SYDNEY SPEEDWAY SITE LAYOUT & ENVIRONMENTAL CONTROL MAP (ECM)

Address: Ferrers Road, Eastern Creek	CLIENT: SYDNEY METRO		Emergency Site Contacts	
	Environment, Safety and Quality Managers		Site Superintendent – Zac Simpson	0438 200 219
DATE: 11/03/2021	Enviro: Keke Pitawisy	0457 303 857	Project Manager – Peter Ryan	0425 233 149
Revision # 1	Safety: Kenneth Itea	0427 316 466	Site Engineer - TBC	TBC
Drawn By: An Kalamotas	Quality: Karl Stemeckur	0403 938 242	Graduate Engineer - TBC	TBC

34 EMERGENCY MUSTER POINT MAP



35 APPENDIX A – INCIDENT MANAGEMENT PROCEDURE

For the purposes of this Emergency Response and Incident Management Plan references to the following roles in the attached ***WHS010 Incident Management Procedure*** will be interpreted as the following:

- Reference to **Construction Manager** within WHS010 shall be the equivalent of **Project Director**

36 APPENDIX B – CRISIS MANAGEMENT PLAN

37 APPENDIX C – BUSH FIRE MANAGEMENT PLAN

Abergeldie Contractors Pty Ltd

5 George Young St
Regents Park NSW 2143
(P) 02 8717 7777
(F) 02 8717 7778
ABN# 47 004 533 519

SYDNEY INTERNATIONAL SPEEDWAY – EARTHWORKS AT SOUTH AND NORTH PRECAST FACILITY

Contract No. 00013/11864

PROJECT N235

CRISIS MANAGEMENT PLAN

24/03/2021

Revision 2

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1 DOCUMENT CONTROL

1.1 APPROVAL

FUNCTION	POSITION	NAME	SIGNATURE	DATE
Prepared by	Abergeldie Interface Manager	Ari Kalamotas		24/03/2021
Reviewed by	Abergeldie Construction Manager	Joseph Maklouf		24/03/2021
Endorsed by	Abergeldie Project Director	Dmitri Khomoutov		24/03/2021

1.2 DOCUMENT REVISION STATUS

Each page of this document bears a document number and revision date. When revisions to the document are issued, the following table will be updated to show the most recent revision level. The revised document will be forwarded to the holders of controlled copies. Recipients are responsible for destroying or marking "superseded" on the previous revision.

REVISION DATE	AMENDMENT DESCRIPTION
16/03/2021	Rev 1 - Issued to Sydney Metro
24/03/2021	Revision 2 – Amended to address SM comments

Any changes within this document that modify either the scope or intent of the original document are highlighted in the right margin by a vertical bar (|).

Where review and revision is deemed warranted, i.e. such as comments received from the Client, or where necessary to reflect changes in contractual or Project requirements, or as a result of an incident then these revisions shall be reviewed by the Project Manager and approved by the Project Director.

1.3 DISTRIBUTION (CONTROLLED COPIES)

COPY	ISSUED TO	COMPANY / POSITION	DATE
1	Sunny Singh	Sydney Metro – Senior Project Manager	16/03/2021
2	Sunny Singh	Sydney Metro – Senior Project Manager	24/03/2021

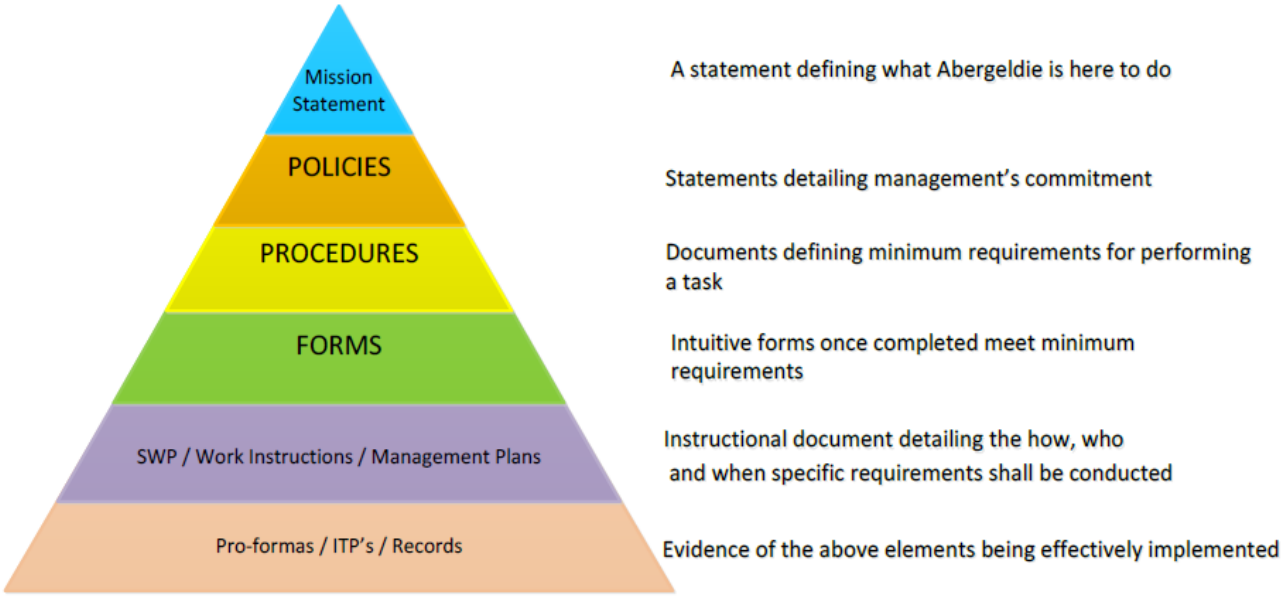
1.4 ABBREVIATIONS & DEFINITIONS

ACPL	Abergeldie Contractors Pty Ltd
Asset	Building, multiple buildings or built infrastructure e.g. railway networks
CRT	Crisis Report Team
Client	Sydney Metro West
Critical infrastructure	Systems and assets, whether physical or virtual, vital to the State of NSW economy, security, health or safety

CCO	Crisis Control Organisation
CMO	Crisis Management Organisation consists of various teams and representatives from ACPL assigned to manage a crisis event
CMT	Crisis Management Team consists of Sydney Metro representatives assigned to manage a crisis event
CPC	Crisis Planning Committee
ERC	Emergency Response Coordinator
Plan	This Crisis Management Plan
Project	Sydney International Speedway – Variation for Earthworks at South and North Precast Facility

2 INTRODUCTION

The document hierarchy (below) provides an intuitive navigation through the 6 tiers of policy and policy-linked documentation that form ACPL's approved Policy Framework.



ACPL will operate an Integrated Management System (IMS), comprising of policies, procedures, safe work practices and forms that define the minimum requirements by which ACPL functions. Where practical those associated policies and procedures are appended for the benefit of review of this Security Management Plan. It is a requirement of the project team to reference the management system for all approved policies and procedures and reliance on appendices are provided for the purpose of evaluation.

2.1 PURPOSE

The purpose of this Crisis Management Plan is to ensure that, in the event of a crisis:

- our people are protected against injury or loss of life,
- the potential for asset loss is mitigated,
- our reputation is protected,
- damage to the natural and social environment is minimised,
- business continuity and recovery are assured, and
- legal issues are considered.

This Plan outlines the key management systems, processes and controls that ACPL will use to manage a crisis situation on the Project.

2.2 RELATED DOCUMENTS

- Project Management Plan (PMP)
- Emergency Response and Incident Management Plan
- Security Management Plan
- Workplace Relations Management Plan
- Work Health and Safety Management Plan

3 PROJECT DESCRIPTION

Project Name	Sydney International Speedway Project – Variation for Earthworks at South and North Precast Facility
Project Address	Lenore Drive, Eastern Creek
Workplace Location	
Time for Completion	1) Construction of 7m wide ~500m long temporary haul road to North Precast Facility – 31 May 2021 2) South Precast Earthworks (incl. batters and Hydromulch) – 31 July 2021 3) South Detention and Retention Basin (incl. landscaping, fencing) – 31 August 2021 4) North Precast Earthworks (incl. batters and Hydromulch) – 31 August 2021 5) North Detention and Retention Basin (incl. landscaping, fencing) – 31 August 2021 6) Construction of Sewer works – 31 August 2021 7) Construction of Chain link fence along Lenore Drive and Landscape in the 10m setback area – 31 August 2021
Date for Completion	31 August 2021

The construction scope for the earthworks at South and North Precast Facility shall include:

- Transportation of 90,000m3 fill from Sydney International Speedway site. Fill to comply with TfNSW R44 specifications.
- Site preparation (site security, sedimentation and erosion controls, ecologist, any rubbish, contamination removal and disposal, etc.)
- Construction of Detention and Retention Basins, security fence and landscaping - South and North
- Earthworks (as per TfNSW R44 specifications) - clear grub, topsoil removal, ~60,000m3 fill in South Precast Facility, cut and fill balance in North Precast Facility. 95% nominal value of relative compaction with a uniform level (maximum grade of 1%). These works will include:

- Top/capping layer on the Earthworks pads
- An open channel drain for the overflow creeks (east to west) and relevant swale drains.
- Hydro mulch all batters on Ropes Creek side, around EPZ, North side of north precast pad, Archbold Road side of the North Precast pad, Along Lenore Drive and (except first 10m setback along Lenore Drive will have high quality landscape treatment – Provisional item).

- 30,000m3 fill to be stockpiled in North Precast Facility to be used for Road Construction.

Exclusions: Any top/capping layer on the Earthworks pads. Roadworks by TfNSW (Former RMS).

3.1 LOCATION

The project location is bounded by undeveloped land zoned for future industrial use under the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP) and owned by the Office of Strategic Lands (part of the Department of Planning, Industry and Environment Cluster).

The main access to the site will be via Lenore Drive, Eastern Creek.



Figure 1: Project location and approximate boundary (base image from Near Map)

4 CRISIS MANAGEMENT ROLES AND RESPONSIBILITIES

The ACPL Crisis Management Organisation (CMO) consists of a Crisis Planning Committee (CPC), Crisis Control Organisation (CCO), Crisis Report Team (CRT), Emergency Response Coordinator (ERC), Chief Warden, Deputy Warden and other Wardens as required.

General Manager	▪ Operational assistance to the Project Director ▪ May become member of the CRT ▪ Operational support to the CRT ▪ Reporting of crisis situation to the Chief Executive Officer
Project Director	▪ Ensure that Sydney Metro is advised of critical incident within 10 minutes of occurrence ▪ May become member of the CRT ▪ Reporting of crisis situation to the General Manager
CPC	▪ Establish a Crisis Control Organisation (CCO) to operate in accordance with this Plan ▪ Ensure that the crisis plan is reviewed and tested at least annually
CCO	▪ Monitors emergency and determines escalation to a crisis event ▪ Assumes control of coordination activities upon declaration of crisis ▪ Coordinate strategic input from external emergency response agencies ▪ Ensure all relevant stakeholders have been contacted
ERC	▪ Continually keep CCO informed of emergency situation ▪ Resigns from ECR duties upon declaration of crisis situation ▪ Provide support to CCO, Chief Warden, Deputy Warden and other Wardens as required during crisis
Group HSE Manager	▪ Formation and co-ordination of CRT ▪ Liaison with relevant stakeholders ▪ Tasks as appointed by CRT
CRT consisting of: ▪ Executive Chairman ▪ Chief Executive Officer ▪ General Manager ▪ Group HSE Manager ▪ HR Manager	▪ Tasks to be coordinated by the CRT include; o Arrange counselling o Make arrangements regarding employee possessions o Offer follow up support o Next of kin notifications o Hospital arrangements o Arrange statements from employees that witnessed the crisis event o Provide Client responses to media enquiries

5 ACCOUNTABILITIES

Accountabilities of key personnel with regards to implementing this Plan are as set out in the following section.

The Crisis Planning Committee (CPC) shall be accountable for the implementation of this Plan.

5.1 CRISIS PLANNING COMMITTEE (CPC)

The CPC shall consist of ACPL Project Director, ACPL Project Manager, ACPL WHS Manager, ACPL Superintendent and Client representatives

ACCOUNTABILITIES	FREQUENCY
Identify events that could reasonably result in emergency situations	Continually
Develop an emergency plan	As required
Ensure that resources are provided to enable the development and implementation of the emergency plan	Continually
Ensure that the crisis plan is readily identifiable and available	Continually
Ensure the continuity of responsibilities as a result of absenteeism	Continually
Ensure that the crisis plan is reviewed after a crisis, an exercise or any changes that affect this Plan	On occurrence
Ensure a record of events for each crisis is compiled and retained	Continually
Identify and rectify deficiencies and opportunities for improvement in the crisis plan	Continually

5.2 CRISIS CONTROL ORGANISATION (CCO)

The CCO shall consist of ACPL Project Director, ACPL WHS Manager, Sydney Metro Senior Project Manager and Sydney Metro WHS Manager

RESPONSIBILITIES	FREQUENCY
Advise Sydney Metro CMT of crisis event declaration	Immediately
Constant communication with Sydney Metro CMT to provide updates on developments on site	Continually
Direct and control the implementation of the facilities emergency plan	Continually
Coordinate strategic input from external emergency response agencies	Continually
Preservation of scene for critical incident investigation purposes	Continually
Manage media requirements	As required
Maintain records of crisis	Continually
Next of kin notification requirements	On occurrence
Organise crisis event debrief	On occurrence

5.3 EMERGENCY RESPONSE COORDINATOR (ERC) PETER RYAN - 0425 233 149

RESPONSIBILITIES	FREQUENCY
Maintain communication with CCO throughout emergency situation	Continually
Resign from ECR duties upon determination that emergency situation escalates to crisis situation as determined by CCO	On occurrence
Provide CCO, Chief Warden, Deputy Warden and other Wardens with support during crisis situation	As appropriate
Contact the relevant Emergency Services as requested by the Chief Warden	As required

5.4 ABERGELDIE CHIEF WARDEN

ACCOUNTABILITIES	FREQUENCY
Ascertain the nature and location of the emergency and determine appropriate action	Continually
Ensure that the appropriate Emergency Services have been notified (where required)	On occurrence
If necessary, implement evacuation processes	As required
Brief the Emergency Services upon their arrival on the situation, status and evacuation	Continually
Remain with the senior Emergency Services officer and act as advisor	Continually

5.5 ABERGELDIE DEPUTY WARDEN (OR SUPERINTENDENT)

ACCOUNTABILITIES	FREQUENCY
Notify the other wardens of the situation	Continually
Record the progress of the incident and the actions taken by the CCO personal, i.e. keep a log of action taken	Continually
Ensure Critical Incident Report is submitted to the HSE Manager within 24 hours of its being reported	On occurrence
Assume responsibilities of Chief Warden (as applicable) in the absence of that person	As required

5.6 ABERGELDIE WARDENS (OTHERS AS REQUIRED)

ACCOUNTABILITIES	FREQUENCY
Communicate with Chief Warden / Project Manager or Communications officer and seek instructions	Continually
Assist evacuation of their nominated area	Continually
Assist mobility impaired persons	On occurrence

ACCOUNTABILITIES	FREQUENCY
Keep the scene calm	Continually

5.7 ABERGELDIE WORKFORCE

RESPONSIBILITIES	FREQUENCY
Follow all instructions as provided by the warden(s) / Project Manager / Superintendent / Client and / or Emergency Services	Continually
Remain calm	Continually

6 GENERAL

To adequately plan for an incident, emergency or crisis event, the risks associated with the site's activities and the interaction of our activities with other stakeholders needs to be identified, assessed and with suitable controls implemented. Procedure WHS006 is the primary procedural document for managing crisis situations.

	INCIDENT/ NON SIGNIFICANT INCIDENT	EMERGENCY/ SIGNIFICANT INCIDENT	CRISIS
DEFINITION	An occurrence that may cause harm to a worker/visitor or short- term disruption in the workplace, but which can be dealt with by available resources.	A situation or occurrence that happens as a consequence of an incident and demands immediate action to preserve life, property and the environment.	A situation or occurrence that happens as a consequence of an incident and with significant impact to operation, performance, reputation or viability.
GENERAL NATURE	Physical event dealt with by ACPL with monitoring by Sydney Metro	This includes construction failure, serious safety oversites, collisions / accidents, fire, explosions, spills, gas leaks, road accidents, natural disasters and civil disturbances.	Major disruption to business
LOCATION	Site-based	Site-based/Precinct-based	Site wide/entire precinct- with implications on wider local community.
MANAGEMENT FOCUS	Operational – physical rectification	Corporate/supporting services – e.g. coordinating whole-of-precinct assistance, stakeholder management, communications, etc. ERC to monitor situation and report to ECO. Situation may escalate to crisis and lead to activation of crisis management process.	Crisis Control Organisation (CCO) and crisis management process activated. Situation cannot be handled locally by ACPL/Sydney Metro. Requires urgent strategic input from external emergency response agencies.

Table 1 Incident, emergency and crisis definition in order of significance

7 CRISIS NOTIFICATION

Immediate verbal notification will be provided to the Sydney Metro Senior Project Manager **within 10 minutes** of a situation classified as a Crisis.

Text message to be sent to Sydney Metro advising details regarding the crisis. Information to be provided includes:

1. The Contract Associated with the incident;
2. Time, date and location of incident;
3. If Emergency Services have been called and if they have responded;
4. Status of any injured person(s);
5. If media is at the scene, or expected;
6. A description of the incident;
7. A summary of the current situation;
8. The Person in Charge at the scene that will enable appropriate decisions about escalation and or reporting to regulators, potential consequences; and
9. Whether further information will be provided.

ACPL will notify Sydney Metro Senior Project Manager and Safety Manager in writing within 2 hours of the crisis being declared.

All incidents will be entered into INX within 24 hours of the crisis being declared.

A written report will be provided to Sydney Metro before close of business the following business day.

8 POTENTIAL SITE-SPECIFIC CRISIS SITUATIONS

On review of the scope of works, the working environment, surrounding environment and the interaction between them, the following potential emergency scenarios have been identified as crisis situations that may require strategic input from external emergency response agencies,

- significant plant failure resulting in fatality,
- any fatality,
- fire resulting in fatality (building / plant / explosion),
- act of God (earthquake / cyclone / sever electrical storm / flash flooding),
- bomb explosion,
- terrorism (affecting state assets / critical infrastructure), or
- hostage situation.

9 CRISIS WARNING

In the event of a crisis on this site, personnel will be alerted via the following methods;

- verbal communication if in ear shot,
- an aerosol siren,
- hand held radio
- mobile phones
- non-verbal hand signals / gestures to indicate if something is wrong,

- email notification to all off-site staff to avoid staff attending site during crisis event,
- group text message to be sent to all Project staff advising them of a crisis situation.

10 INTERFACE MANAGEMENT

In the event of a crisis situation occurring the CCO shall notify potentially affected adjacent stakeholders of the situation. Additionally, the CCO is responsible for notifying stakeholders of an emergency event escalating to a crisis event. These stakeholders include;

Stakeholder	Contact	Phone number
RMS (if there is an incident impacting road users)	Service NSW	13 17 00

11 CONTINUOUS ASSESSMENT

Risk assessment needs to be a continuous process throughout the entire crisis response. This continuous assessment is to be undertaken by the CCO.

The initial incident severity classification may require adjustment as the crisis and its wider impacts evolve and are better understood. The CCO must monitor the crisis event and maintain records of any developments, notifying the CMT and external emergency response agencies of any changes to the situation, impacts and planned actions.

Reassessment should also follow milestones in managing the crisis and recovery, or as often as deemed necessary, depending on the nature of the crisis.

12 REGULATORY NOTIFICATION

ACPL is responsible for the notification of health, safety and environmental events to applicable regulatory authorities in accordance with legislative requirements. Prior to notifying any event, ACPL's Project Director will inform the Sydney Metro Senior Project Manager. ACPL will notify Safework NSW in accordance with WHS Act 2011 and WHS Regulation 2017, where required. Additionally, the ACPL Environmental Manager will notify the EPA under the POEO Act 1977 for all environmental incidents requiring notification.

13 SECURING THE SITE

Following the conclusion of the crisis, the site must be secured to prevent disturbance of the scene and injury to workers and other persons. Securing the site may include erection of physical barriers to the posting of security guards until investigations can commence.

14 RESTORATION OF NORMAL CONDITIONS

ACPL recognises the importance of returning to normal conditions and operations as soon as practicable following a crisis, to provide comfort and confidence to employees, stakeholders and members of the public. This is to be done in a number of ways, including but not limited to:

- Screening damage (if any);
- Rectifying damage (if any);
- Implementing additional controls (at incident location and others, where deemed necessary) to deter reoccurrence;
- Communicating additional controls to increase awareness to reduce the risk of reoccurrence.

The following processes and procedures for the restoration of normal conditions are to be undertaken after the incident:

- Inspecting the site to confirm that the area is safe for normal operation.
- Ensuring that all evidence of the crisis is properly recorded or kept for investigation purposes.
- Informing the WHS Manager that the emergency site is safe and ready for restoration to normal operation.
- Removing all site protections and barriers for restoration of normal operation only after authorisation from the WHS Manager.

Formal reports of all investigations are to be submitted to the Project Director then Sydney Metro.

15 CRISIS INVESTIGATION AND REPORTING

As soon as possible following the conclusion of a crisis event, the Project Director will ensure that a detailed report of the event and response is prepared and forwarded to Sydney Metro and if required to other personnel within ACPL. The minimum requirements for crisis investigation and reporting are as follows:

- an independent lead investigator with minimum ICAM Lead Investigator Training or Equivalent must conduct the investigation,
- ensure attendance by ACPL's Project Director at meetings to determine investigation Terms of Reference,
- ACPL's Project Director must attend a meeting and present preliminary findings and corrective actions to Sydney Metro within two weeks of incident occurrence,
- attach any statutory notification forms, statutory notices and notice of any fines received in relation to the incident or near miss to the interim investigation report, and
- ACPL's Project Director must attend a meeting to present the final investigation report, corrective and preventive actions, and lessons learnt for dissemination across Sydney Metro.

ACPL will undertake an investigation into critical incidents advising Sydney Metro of the preliminary findings within 14 days and a final report to be submitted within 28 days.

16 POST CRISIS DE-BRIEFING

A full de-briefing and review of the crisis event and the response is to be conducted by the Project Director at the earliest opportunity following the close out of the event.

17 REVIEW

The Project Manager shall ensure that the Emergency Response and Incident Management Plan is reviewed after each and every drill or emergency/crisis situation.

Results of emergency drills and evacuations shall be communicated back to the site at a toolbox meeting so all personnel are aware of any improvements.

Note: The following pages are to be copied and placed on site notice boards and other prominent locations around site.

The purpose of the de-briefing and review is to identify deficiencies or weaknesses in the ERIMP and procedures and provide a strategy and timeframe in which to rectify those deficiencies.

18 CRISIS RESPONSE PROCEDURES

The following crisis procedures are a guide of what to do in the event of a crisis situation and shall be communicated to all site personnel at their induction.

Fatality due to plant failure or fire

- Do NOT panic.
- Do NOT run.
- Immediately notify the ERC / Chief Warder / Deputy Warden.
- ERC / Chief Warder / Deputy Warden to sound emergency alarm
- On hearing an “emergency” alarm or on becoming aware of an emergency, workers are to quickly make safe your area by shutting down plant and equipment. Listen carefully and follow the instructions of the ERC / Chief Warder / Deputy Warden.
- First aiders to assist injured workers evacuate site.
- Make your way to the designated muster point.
- Remain there until otherwise directed by the Wardens or Emergency Services Workers.
- ERC / Chief Warder / Deputy Warden to preserve site and contact emergency response by calling 000 or 112 and provide them their name and the site location and the details of the incident.
- ERC / Chief Warder / Deputy Warden to contact Safework NSW and advise them of the incident.
- ERC to advise CCO primary contact of situation.
- If crisis event is declared CCO to contact Sydney Metro CMT **within 10 minutes** to advise of crisis event.
- CCO to relay information to CMT and external emergency response agencies.
- CCO to ensure that offsite workers are made aware of crisis situation to avoid additional persons attending site.
- CCO to advise CRT of crisis event circumstances and details.

Bomb Explosion Procedure

If a Bomb Explodes;

- Do NOT panic.
- Immediately notify the ERC / Chief Warder / Deputy Warden.
- ERC / Chief Warder / Deputy Warden to sound emergency alarm
- On hearing an “emergency” alarm or on becoming aware of an emergency, workers are to quickly make safe your area by shutting down plant and equipment. Listen carefully and follow the instructions of the ERC / Chief Warder / Deputy Warden.
- All workers in vicinity of the bomb blast are to be taken to hospital for monitoring.
- First aiders to assist injured workers evacuate site.
- Evacuate the worksite and move to the muster point A or B depending on which area is affected.
- Advise others of the requirement to evacuate and immediately go to the muster point A or B.
- Seal accesses to site as best possible (e.g. lock gates).
- ERC / Chief Warder / Deputy Warden shall phone NSW Police by calling 000 or 112 and provide them their name and the site location and the details of the bomb explosion.
- Muster and await further instruction from the NSW police.
- ERC to advise CCO primary contact of situation.
- If crisis event is declared CCO to contact Sydney Metro CMT **within 10 minutes** to advise that a crisis event has been declared.
- CCO to relay information to CMT and external emergency response agencies.
- CCO to contact stakeholders and advise them of the crisis situation.
- CCO to ensure that offsite workers are made aware of crisis situation to avoid additional persons attending site.

Act of God (earthquake / cyclone / sever electrical storm / flash flooding),

If an act of god occurs;

- Do NOT panic.
- ERC / Chief Warder / Deputy Warden to sound emergency alarm.
- On hearing an “emergency” alarm or on becoming aware of an emergency, workers are to quickly make safe your area by shutting down plant and equipment. Listen carefully and follow the instructions of the ERC / Chief Warder / Deputy Warden.
- First aiders to assist injured workers.
- Follow directions from the ERC / Chief Warder / Deputy Warden.
- Depending on the situation the ERC / Chief Warder / Deputy Warden will direct workers to either evacuate the worksite and move to the muster point A or B or stay indoors.
- ERC / Chief Warder / Deputy Warden shall phone NSW Police by calling 000 or 112 and provide them their name and the site location and the details of the situation/injuries/casualties.
- Muster and await further instruction from the NSW police.
- ERC to advise CCO primary contact of situation.
- If crisis event is declared CCO to contact Sydney Metro CMT **within 10 minutes** to advise that a crisis event has been declared.
- CCO to relay information to CMT and external emergency response agencies.
- CCO to contact stakeholders and advise them of the crisis situation.
- CCO to ensure that offsite workers are made aware of crisis situation to avoid additional persons attending site.

Terrorism (affecting state assets / critical infrastructure),

If an act of terrorism occurs;

- Do NOT panic.
- Immediately notify the ERC / Chief Warder / Deputy Warden.
- ERC / Chief Warder / Deputy Warden to sound emergency alarm.
- On hearing an “emergency” alarm or on becoming aware of an emergency, workers are to quickly make safe your area by shutting down plant and equipment. Listen carefully and follow the instructions of the ERC / Chief Warder / Deputy Warden.
- First aiders to assist injured workers evacuate site.
- Evacuate the worksite and move to the muster point.
- Advise others of the requirement to evacuate and immediately go to the muster point.
- Seal accesses to site as best possible (e.g. lock gates).
- ERC / Chief Warder / Deputy Warden shall phone NSW Police by calling 000 or 112 and provide them their name and the site location and the details of the situation/injuries/casualties.
- ERC / Chief Warder / Deputy Warden to advise CCO primary contact of bomb explosion.
- Muster and await further instruction from the NSW police.
- If crisis event is declared CCO to contact Sydney Metro CMT **within 10 minutes** to advise that a crisis event has been declared.
- CCO to relay information to CMT and external emergency response agencies.
- CCO to contact stakeholders and advise them of the crisis situation.
- CCO to ensure that offsite workers are made aware of crisis situation to avoid additional persons attending site.

Hostage situation.

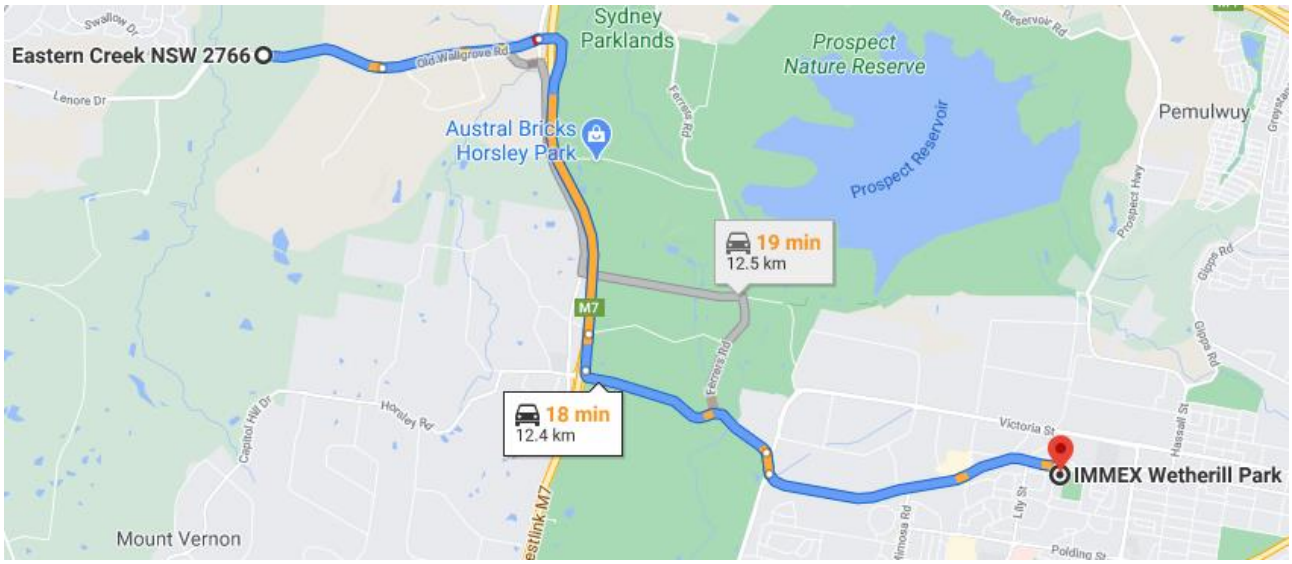
If a hostage situation occurs;

- Do NOT panic.
- Immediately notify the ERC / Chief Warder / Deputy Warden.
- ERC / Chief Warder / Deputy Warden to sound emergency alarm.
- On hearing an “emergency” alarm or on becoming aware of an emergency, workers are to quickly make safe your area by shutting down plant and equipment. Listen carefully and follow the instructions of the ERC / Chief Warder / Deputy Warden.
- First aiders to assist injured workers evacuate site.
- Evacuate the worksite and move to the muster point A or B depending on which area is affected.
- Advise others of the requirement to evacuate and immediately go to the muster point A or B.
- Seal accesses to site as best possible (e.g. lock gates).
- ERC / Chief Warder / Deputy Warden shall phone NSW Police by calling 000 or 112 and provide them their name and the site location and the details of the threat.
- ERC / Chief Warder / Deputy Warden to advise CCO primary contact of hostage situation and any injuries/casualties.
- Muster and await further instruction from the NSW police.
- If crisis event is declared CCO to contact Sydney Metro CMT **within 10 minutes** to advise that a crisis event has been declared.
- CCO to relay information to CMT and external emergency response agencies.
- CCO to contact stakeholders and advise them of the crisis situation.
- CCO to ensure that offsite workers are made aware of crisis situation to avoid additional persons attending site.

19 NON URGENT INJURED WORKER MEDICAL PROVIDER

ACPL have nominated the following medical facility to provide assistance in the event of a non urgent injured worker medical emergency. This medical provider is aware of ACPL's presence in the area and are also aware of ACPL's injury management processes and commitment to returning injured workers back to work as quickly and as safely possible.

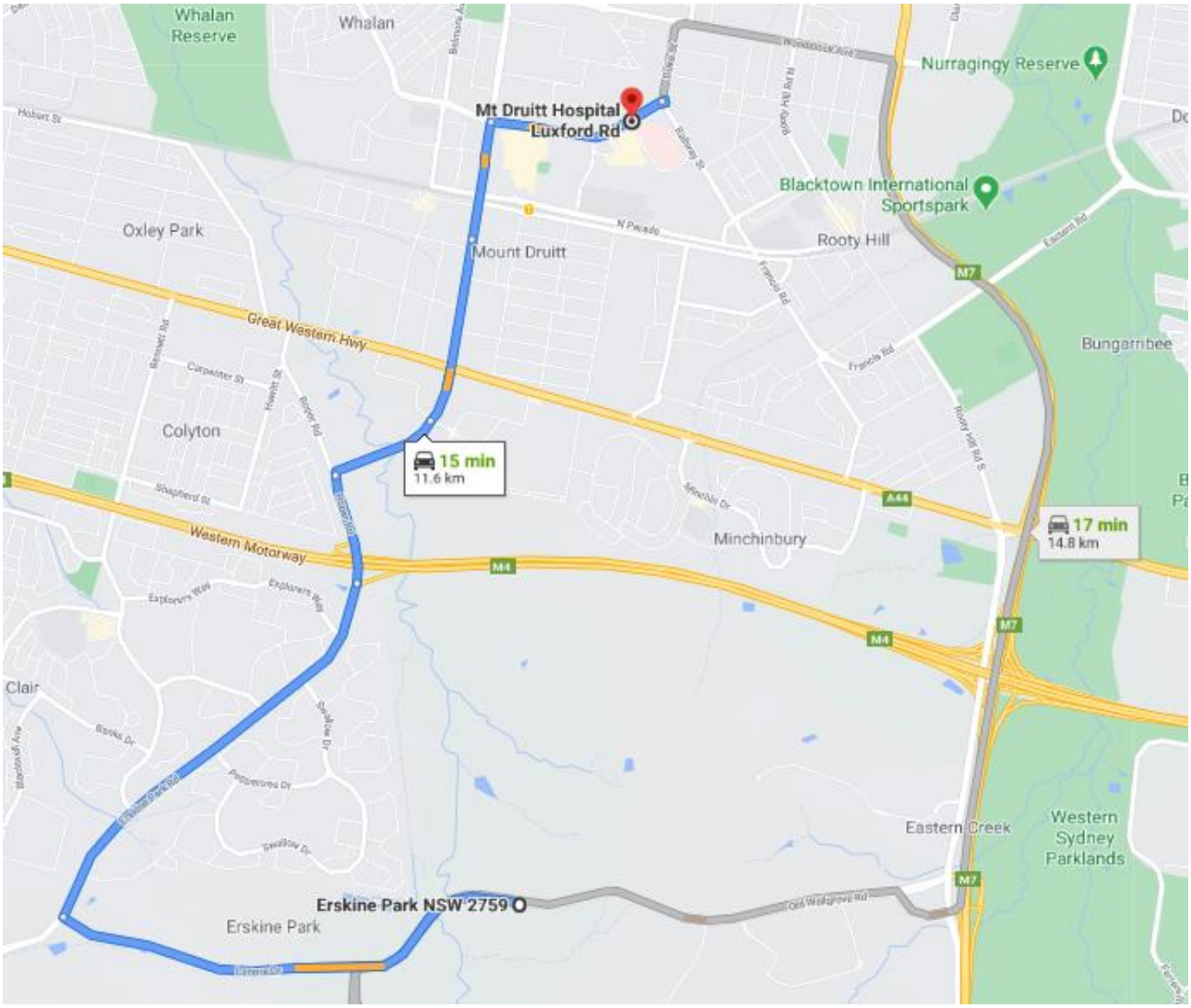
MEDICAL CENTRE NAME:	IMMEX Wetherill Park
ADDRESS:	Market Town, Shops 8 and 9, 1024 The Horsley Drive, Wetherill Park NSW 2164
TEL:	(02) 8597 9111
MAP:	See Below



20 URGENT INJURED WORKER MEDICAL PROVIDER

ACPL have nominated the following medical facility to provide assistance in the event of an urgent injured worker medical emergency.

HOSPITAL NAME:	Mt Druitt Hospital
ADDRESS:	75 Railway St, Mount Druitt NSW 2770
TEL:	(02) 9881 1555
MAP:	See Below



21 CRISIS RESPONSE CONTACT DETAILS

Client:		Sydney Metro West	
Project No:		N235	
Project Address:		Lenore Dr, Eastern Creek	
Project Manager Name:		Peter Ryan	
EMERGENCY CONTACT NUMBERS			
CCO – Primary Contact		Dmitri Khomoutov	0437 037 148
Emergency Response Coordinator		Peter Ryan	0425 233 149
Emergency Coordinator Deputy		Zac Simpson	0438 200 219
CHIEF WARDEN		TBC	TBC
DEPUTY WARDEN		Zac Simpson	0438 200 219
FIRST AIDER		Ken Iles	0427 316 466
FIRST AIDER		Zac Simpson	0438 200 219
FIRST AIDER		Peter Ryan	0425 233 149
POLICE	000	ELECTRICITY	131 003
FIRE	000	GAS	131 909
AMBULANCE	000	WATER	132 090
MEDICAL CENTRE	02 8608 2101	POISONS	131 126
HOSPITAL	02 9881 1555	SES (State Emergency Service)	132 500
		POLLUTION LINE	1300 784 482
The following personnel shall be contacted in the event of an emergency on site:			
CLIENT CONTACT NUMBERS			
Client Project Manager (off site)		Karen McLeod	0412 825 069
Client Site Representative		Luke Tobin – Project Engineer	0448 285 995
Client Safety Representative		Andrew Sargent – Safety Advisor	0418 375 287
ABERGELDIE SITE CONTACTS			
Position		**Contact Name**	**Contact Number**
Project Manager		Peter Ryan	0425 233 149
Superintendent		Zac Simpson	0438 200 219

Project Engineer	TBA	TBA
WHS Advisor	Ken Iles	0427 316 466
ABERGELDIE OFF-SITE CONTACTS		
Position	**Contact Name**	**Contact Number**
Managing Director	Mick Boyle	02 8717 7777
General Manager	Mark Whelan	0418 709 313
Project Director	Dmitri Khomoutov	0437 037 148
Senior HR Business Partner	Najwa Zaitar	02 8717 7777
Workers Compensation Manager	Ken Iles	0427 316 466

22 NEXT OF KIN

Next of Kin notification will be arranged by the ACPL CRT and Sydney Metro Crisis Management Team. Members of the ACPL project team **must not undertake next of kin notification**.

23 TRAUMA COUNSELLING SERVICES

Where ACPL personnel require trauma counselling the Project Director shall liaise with the Human Resources department to obtain appropriate services. These services may also be made available to subcontractors where required.

This process is coordinated through the ACPL WHS Manager.

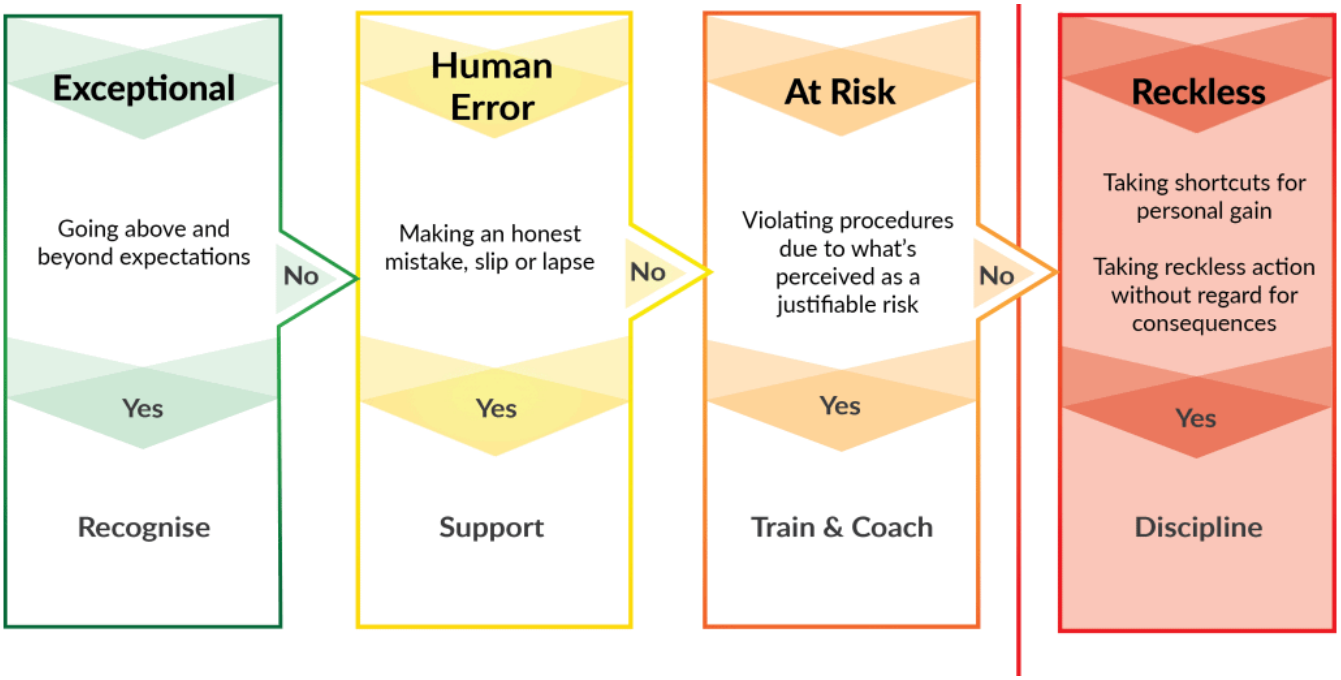
Employees are encouraged to contact the Employee Assistance Program on 1800 808 374 if they require support.

24 MEDIA LIAISON

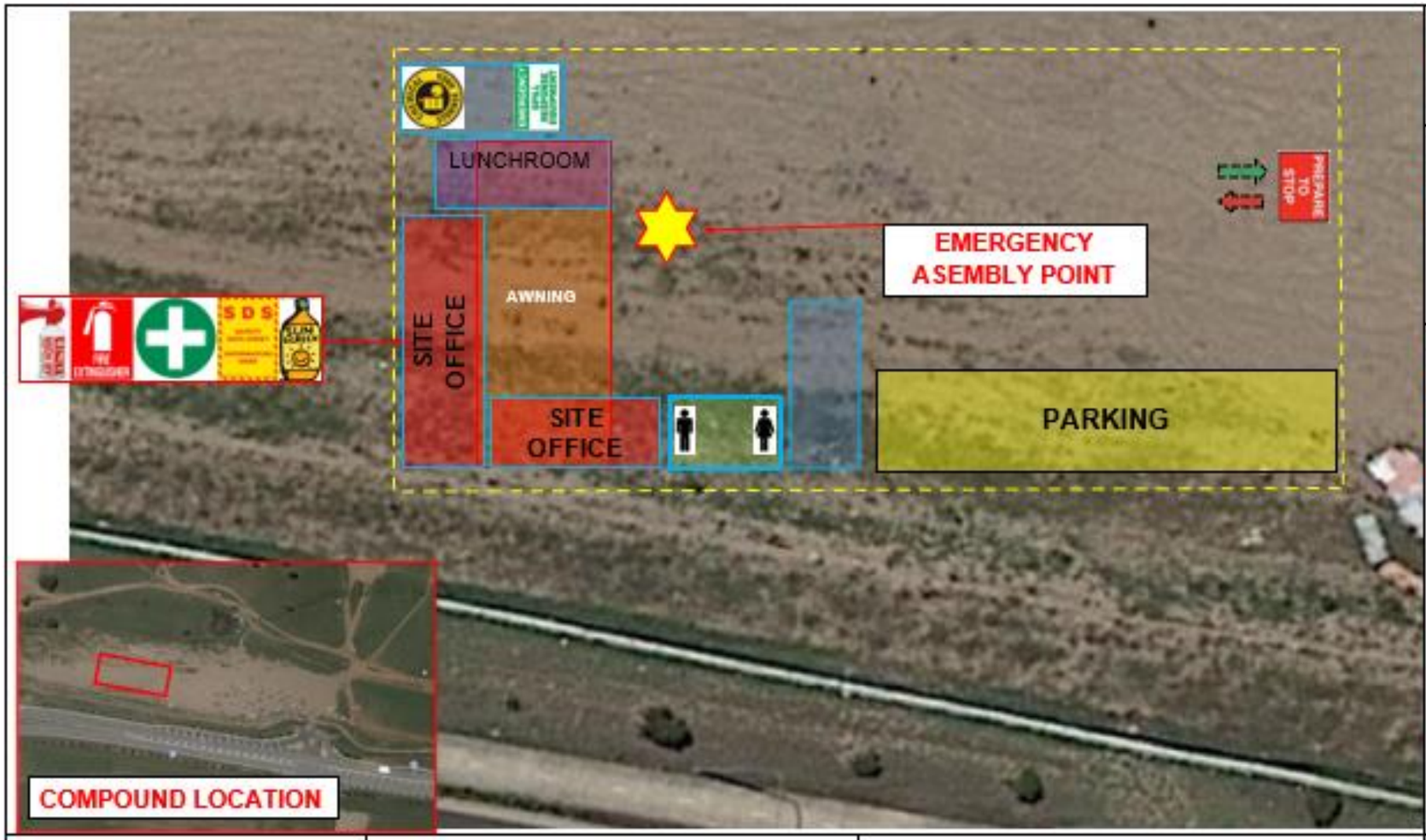
During or following a security threat or incident, the Project Director will (where relevant) communicate with Sydney Metro, the Corporate HSE Director and Legal counsel to determine the avenue through which any media enquiries are to be directed.

25 JUST CULTURE

ACPL acknowledges the potential for our workers to make mistakes and drift into at risk behavioural choices. Therefore, the intention of our just culture model is to shift the focus from errors and outcomes to system design and behavioural choices.


Exceptional
Going above and beyond expectations
Yes
Recognise
No
Human Error
Making an honest mistake, slip or lapse
Yes
Support
No
At Risk
Violating procedures due to what's perceived as a justifiable risk
Yes
Train & Coach
No
Reckless
Taking shortcuts for personal gain
Taking reckless action without regard for consequences
Yes
Discipline

26 APPENDIX A – SITE COMPOUND EMERGENCY ASSEMBLY POINT MAP



AMENITIES
Site Office
Lunch Room
Toilet
Container
First Aid Kit, Air Horn and Defibrillator located in site office. Spill Kit located in container.

LEGEND – BOUNDARIES AND AREAS
Dust Control Area
Exclusion Zone
Protect Vegetation
Rail Corridor
Principal Parking
Site Boundary
Heritage Curtilage
Lay Down Area
North
Refuelling Area

CONTROLS AND DEVICES
Retain Tree
Remove Tree
Sand-Sack
Silt Fence
Drain Protection
Geotextile
Emergency Ass. Point
Concrete Washout
Stockpile
Stabilised Entry/Exit
Hay Bale/Mulch Stockade
Fence
Toilets
First Aid Kit
SDS Location
Fire Extinguisher
AED
Auto External Defibrillator
Air Horn
Spill Kit
Sunscreen
Chemical Storage Area

WORKING HOURS
Monday to Friday – 7am to 6pm
Saturday – 7am to 1pm
No work on Sunday's or Public Holidays

NOISE
High noise activities to be limited where possible and nearby residential noise receptors will be marked on this plan.

OUT OF HOURS WORK
Unless otherwise approved no work outside the allowable hours is permitted

SITE INDUCTION
All personnel are required to undergo basic environmental training contained within the site-specific induction.

EARTHWORKS CONTROLS
- All vegetated areas will remain undisturbed as long as possible.
- Generally, all stockpiles will be covered when not for immediate use or extended periods. Silt fencing around stockpiles will be constructed as per plans.
- All disturbed areas will be fenced off and have sediment controls at the end of each shift.
- Entry and exit points will be stabilised where possible to minimise dirt/mud tracking onto roadways.
- All environmental controls will be installed as per the 'Blue Book'.
- All excavated material shall be classified prior to disposal off site.
- Contaminated materials will be marked on this plan and procedure in CEMP followed for testing and disposal of waste.

PEDESTRIAN / TRAFFIC CONTROL
- All traffic control will be deployed as per the approved TMP for the site.
- All pedestrian traffic will be moved to clearly marked routes with approved way-finding signage.
- All traffic control will be implemented by a specialist contractor.

BOUNDARY / EXCLUSION ZONES
- All areas marked as exclusion/boundary zones (incl. tree protection zones) shall be clearly marked on the above plans.

COMMUNITY LIAISON
- All public/community complaints and enquiries shall be directed to the <insert where complaints are to be directed>
- Public notification signs shall be placed on site boundary fences. The local community shall be notified 7 days prior to starting work.

TRAFFIC DEVICES/CONTROLS – As per TCP's No:
ROADWORK AHEAD
FOOTPATH CLOSED
USE OTHER FOOTPATH
PREPARE TO STOP
Vehicles in Route
Vehicles Out Route
Resident Access

PROJECT START / FINISH: Sept. 2020 – Sept. 2021

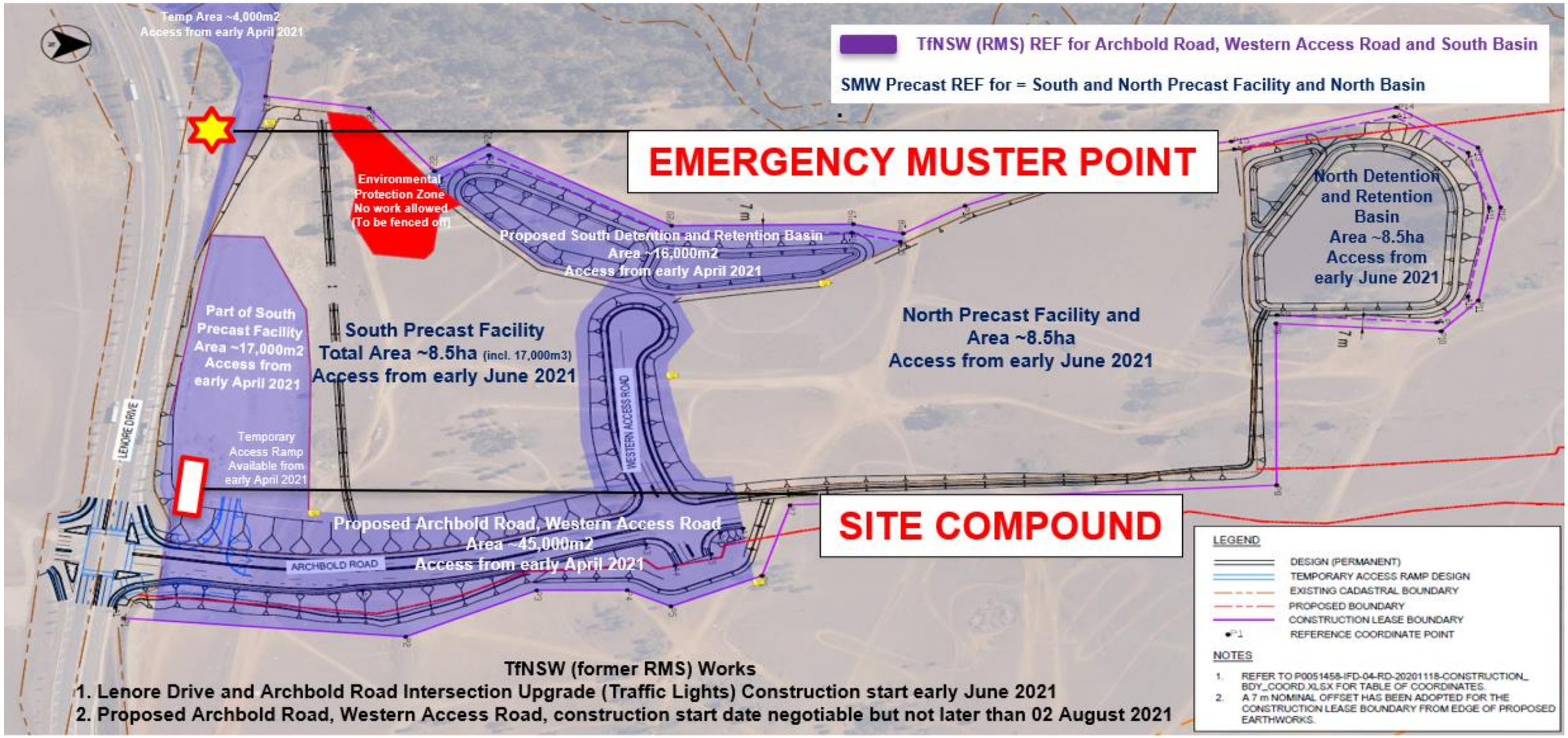
THIS LAYOUT SHALL BE DISPLAYED IN A PROMINENT POSITION ON SITE FOR VIEWING BY ALL PERSONNEL

ABERGELDIE
COMPLEX INFRASTRUCTURE
WI0000-705
Issue Date: Mar/2016

SYDNEY SPEEDWAY SITE LAYOUT & ENVIRONMENTAL CONTROL MAP (ECM)

Address: Ferrers Road, Eastern Creek	CLIENT: SYDNEY METRO		Emergency Site Contacts	
DATE: 11/03/2021	Environment, Safety and Quality Managers		Site Superintendent – Zac Simpson	0435 200 219
Revision # 1	Enviro: Kate Pitawky	0457 303 857	Project Manager – Peter Ryan	0425 233 149
Drawn By: An Kalamotas	Safety: Kenneth Ilas	0427 316 466	Site Engineer - TBC	TBC
	Quality: Karl Stemocker	0403 935 242	Graduate Engineer - TBC	TBC

27 APPENDIX B – EMERGENCY MUSTER POINT MAP



ABERGELDIE
COMPLEX INFRASTRUCTURE

Abergeldie Contractors Pty Ltd

5 George Young St
Regents Park NSW 2143
(P) 02 8717 7777
(F) 02 8717 7778
ABN# 47 004 533 519

N235 SYDNEY INTERNATIONAL SPEEDWAY - EARTHWORKS AT SOUTH AND NORTH PRECAST FACILITY

CONTRACT NUMBER: 00013/11864

ERIMP APPENDIX C

BUSH FIRE MANAGEMENT PLAN

30/03/2021

Revision 2

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1 DOCUMENT CONTROL

1.1 APPROVAL

FUNCTION	POSITION	NAME	SIGNATURE	DATE
Prepared by	Abergeldie Interface Manager	Ari Kalamotas		30/03/2021
Reviewed by	Abergeldie Construction Manager	Joseph Maklouf		30/03/2021
Approved by	Abergeldie Project Director	Dmitri Khomoutov		30/03/2021

1.2 DOCUMENT REVISION STATUS

Each page of this document bears a document number and revision date. When revisions to the document are issued, the following table will be updated to show the most recent revision level. The revised document will be forwarded to the holders of controlled copies. Recipients are responsible for destroying or marking “superseded” on the previous revision.

REVISION DATE	AMENDMENT DESCRIPTION
15/03/2021	Revision 1
24/03/2021	Revision 2 – Amended to address SM comments

1.3 DISTRIBUTION (CONTROLLED COPIES)

COPY #	ISSUED TO	COMPANY / POSITION	DATE
1	Sunny Singh	Sydney Metro – Senior Project Manager	10/03/2021
3	Sunny Singh	Sydney Metro – Senior Project Manager	30/03/2021

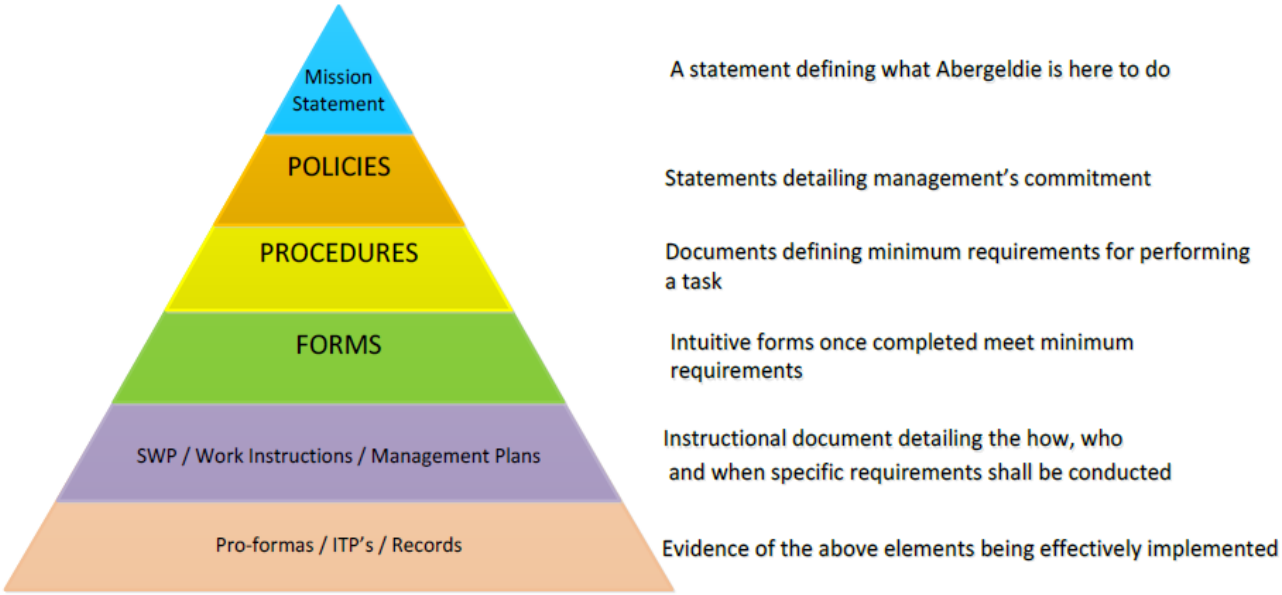
1.4 ABBREVIATIONS AND DEFINITIONS

ACPL	Abergeldie Contractors Pty Ltd
BMP	Bushfire Management Plan
Client	Sydney Metro West
ERC	Emergency Response Coordinator – Peter Ryan (0425 233 149)
ERIMP	Emergency Response and Incident Management Plan
PCG	Precinct Control Group
Plan	Bushfire Management Plan
PMT	Project Management Team
Project	Sydney International Speedway – Variation for Earthworks at South and North Precast Facility

Subcontractor	This term refers to any subcontractor engaged by ACPL to deliver the Project
WHS	Work, Health & Safety

2 INTRODUCTION

The document hierarchy (below) provides an intuitive navigation through the 6 tiers of policy and policy-linked documentation that form ACPL's approved Policy Framework.



2.1 PURPOSE

The purpose of this Bushfire Management Plan (BMP) is to outline the procedures for the management of bush fire hazards within the Project and on the surrounding local community.

The management procedures include;

- Bush fire risk and hazard management
- Management of hot works during the construction phase

This BMP has been prepared in accordance with ACPL's Environmental Procedure ENV013 - Bushfire Management and is an appendix to the ERIMP. Additionally, this document has been developed in accordance with the NSW Rural Fire Service Guide to Developing A Bushfire Emergency Management Plan.

It should be noted that the proposal site shall be managed as an Asset Protection Zone (APZ). The entire proposal site will be managed as an APZ as outlined within Appendix 4 of 'Planning for Bush Fire Protection 2019' and the NSW Rural Fire Service's document 'Standards for asset protection zones'. The APZ will not extend into the environmental protection area in the south-west of the site.

2.2 RELATED DOCUMENTS

- Project Management Plan
- Construction Environment Management Plan
- Work, Health and Safety Management Plan

- Site Establishment Management Plan
- Clearing and Grubbing Plan
- Emergency Response and Incident Management Plan
- Crisis Management Plan

3 PROJECT DESCRIPTION

Project Name	Sydney International Speedway Project – Variation for Earthworks at South and North Precast Facility
Project Address	Lenore Drive, Eastern Creek
Workplace Location	
Time for Completion	1) Construction of 7m wide ~500m long temporary haul road to North Precast Facility – 31 May 2021 2) South Precast Earthworks (incl. batters and Hydromulch) – 31 July 2021 3) South Detention and Retention Basin (incl. landscaping, fencing) – 31 August 2021 4) North Precast Earthworks (incl. batters and Hydromulch) – 31 August 2021 5) North Detention and Retention Basin (incl. landscaping, fencing) – 31 August 2021 6) Construction of Sewer works – 31 August 2021 7) Construction of Chain link fence along Lenore Drive and Landscape in the 10m setback area – 31 August 2021
Date for Completion	31 August 2021

The construction scope for the earthworks at South and North Precast Facility shall include:

- Transportation of 90,000m3 fill from Sydney International Speedway site. Fill to comply with TfNSW R44 specifications.
- Site preparation (site security, sedimentation and erosion controls, ecologist, any rubbish, contamination removal and disposal, etc.)
- Construction of Detention and Retention Basins, security fence and landscaping - South and North

- Earthworks (as per TfNSW R44 specifications) - clear grub, topsoil removal, ~60,000m3 fill in South Precast Facility, cut and fill balance in North Precast Facility. 95% nominal value of relative compaction with a uniform level (maximum grade of 1%). These works will include:
    - Top/capping layer on the Earthworks pads
    - An open channel drain for the overflow creeks (east to west) and relevant swale drains.
    - Hydro mulch all batters on Ropes Creek side, around EPZ, North side of north precast pad, Archbold Road side of the North Precast pad, Along Lenore Drive and (except first 10m setback along Lenore Drive will have high quality landscape treatment – Provisional item).
- 30,000m3 fill to be stockpiled in North Precast Facility to be used for Road Construction.

Exclusions: Any top/capping layer on the Earthworks pads. Roadworks by TfNSW (Former RMS).

3.1 LOCATION

The project location is bounded by undeveloped land zoned for future industrial use under the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP) and owned by the Office of Strategic Lands (part of the Department of Planning, Industry and Environment Cluster).

The main access to the site will be via Lenore Drive, Eastern Creek.



Figure 1 – Project location and approximate boundary.

4 RESPONSIBILITIES

Responsibilities of key personnel with regards to implementing this plan are as set out in the following section.

The ACPL Project Manager shall be accountable for the implementation of this BMP and shall be assisted in daily activities by the ACPL nominated Emergency Response Coordinator (ERC) – refer to Emergency and Incident Response Management Plan.

4.1 ACPL PROJECT DIRECTOR

RESPONSIBILITIES	FREQUENCY
Ensure that activities are assessed for risk prior to commencement	Continually
Provide appropriate resources to implement the processes defined in this Plan	As required

4.2 ACPL PROJECT MANAGER

RESPONSIBILITIES	FREQUENCY
Review & implement this Plan	As required
Ensure that foreseeable risks (potential emergency situations) are identified, documented on Workplace Risk Assessments and controlled appropriately	Continually
Provide appropriate resources to implement the processes defined in this Plan (Nominate the Emergency Response Coordinator)	As required
Ensure site personnel are trained in emergency response procedures	As required
Monitor the effectiveness of implemented emergency control measures	Continually
Ensure the plan accounts for all legislative controls and requirements of the District Bush Fire Risk Management Plan (Blacktown City Council)	Continually
Ensure the plan is coordinated with PCG emergency response procedure	Continually

4.3 ACPL SUPERINTENDENT

RESPONSIBILITIES	FREQUENCY
Review & implement this Plan	As required
Ensure that foreseeable risks (potential emergency situations) are identified, documented on Workplace Risk Assessments and controlled appropriately	Continually
Monitor the effectiveness of implemented emergency response control measures	Continually
Monitoring hot work activities and issuing hot work permits in accordance with this Plan	Continually
Monitoring records of hazard reduction activities and total fire bans issued by NSWRFS	Continually

4.4 ACPL WORKFORCE

RESPONSIBILITIES	FREQUENCY
Notify the occurrence of all hazards & incidents to the ACPL Project Superintendent and/or Project Manager	All Incidents
Adhere to all emergency response related instructions provided by supervision or Emergency Response Coordinator	Continually

4.5 ACPL SUBCONTRACTORS

RESPONSIBILITIES	FREQUENCY
Notify the ACPL Project Supervisor and/or Project Manager of activities being performed that are high risk or could be cause for an emergency fire situation	Continually
Notify the occurrence of all hazards & incidents to the ACPL Project Superintendent and/or Project Manager	All Incidents
Adhere to all emergency response related instructions provided by the ACPL Project Superintendent, Leading Hand, Supervisor or Emergency Response Coordinator	Continually

4.6 EMERGENCY RESPONSE COORDINATOR (ERC) – PETER RYAN

RESPONSIBILITIES	FREQUENCY
Ensure site personnel are trained in emergency fire response procedures	Continually
Determine the level of response required to adequately manage an emergency event	On occurrence
Coordinate with emergency services, client and other stakeholders throughout emergency event.	Continually
Notify the occurrence of emergency situations to the ACPL Project Superintendent and/or Project Manager	Continually
Maintain communication with PMT throughout emergency situation	As appropriate
Monitoring hot work activities and issuing hot work permits in accordance with this Plan	Continually

5 HOT WORK PROCEDURE

All hot work to be conducted on site shall be in accordance with ACPL SWP026 (Appendix A), TfNSW mandated procedures and Permits. The need to carry out hot work shall be identified via the Form WHS 001-F04 - Workplace Risk Assessment.

All hot work shall only commence after the Form SWP026-F01 - Hot Work Permit (Appendix B) has been completed and approved by the Superintendent and only carried in pre-determined and dedicated (approved) spaces. Approval to work during banned periods needs to be arranged prior to bans coming into force.

Note: "HOT WORK" in open spaces, shall not be undertaken during notified Total Fire Ban days unless the appropriate exemption permit has been obtained from the NSW Fire and Rescue Service or NSW Rural Fire Service, and relevant Client representatives.

6 EMERGENCY WARNING

In the event of an emergency on this site, personnel will be alerted via the following methods:

- verbal communication if in ear shot,
- hand held radio,
- mobile phones,
- an aerosol siren,
- non verbal hand signals / gestures to indicate if something is wrong,
- email notification to all off-site staff to avoid staff attending site during crisis event,
- group text message to be sent to all Project staff advising them of the bush fire on site

7 EMERGENCY RESPONSE EQUIPMENT

The Project Manager shall ensure that appropriate trained staff and equipment are available to fight fires and assist in hazard reduction when required.

It is expected that staff will fight small fires only i.e. grass fires or smouldering timbers caused by sparks from hot work.

7.1 FIRE FIGHTING EQUIPMENT

Fire extinguishers shall be suitable for the type of works to be performed.

Fire extinguishers shall be located in easily accessible locations;

- Site Lunchroom
- Adjacent to Chemical Storage Bund
- In all work areas signed on to a valid Hot Works Permit
- In all ACPL Site Vehicles
- In all major Plant and Machinery

Additionally, a 10,000L watertank will be located at the site sheds and a 13,000L water carts will be on site for firefighting purposes. Access tracks will be provided as necessary.

A map of these locations will be available on site and be presented during the site induction.

Employees shall be trained in the correct identification and application of the fire fighting equipment.

For further information refer to Accident / Incident Management section in the site specific Safety Management Plan.

7.2 FLAMMABLE HAZARDOUS SUBSTANCES

Spill kits appropriate to the quantities and type of hazardous flammable materials in use on site shall be located in close proximity to where work is being done or where the material is stored.

Before commencing any clean-up of hazardous flammable substances spill, a specific risk assessment shall be conducted to ensure site personnel are not exposed to any significant yet not considered risks with the potential to ignite the substance.

7.3 FIRST AID

The Project Manager shall ensure that signage is erected and identified on the Site layout plan and is readily understood by all site personnel.

For further information refer to Accident / Incident Management section in the site specific Safety Management Plan.

In accordance with the Code of Practice – First Aid in the Workplace it is noted that 1 first aider is required for every 25 workers on site as construction works are considered high risk.

A defibrillator will be available onsite.

7.4 COMMUNICATION DEVICES

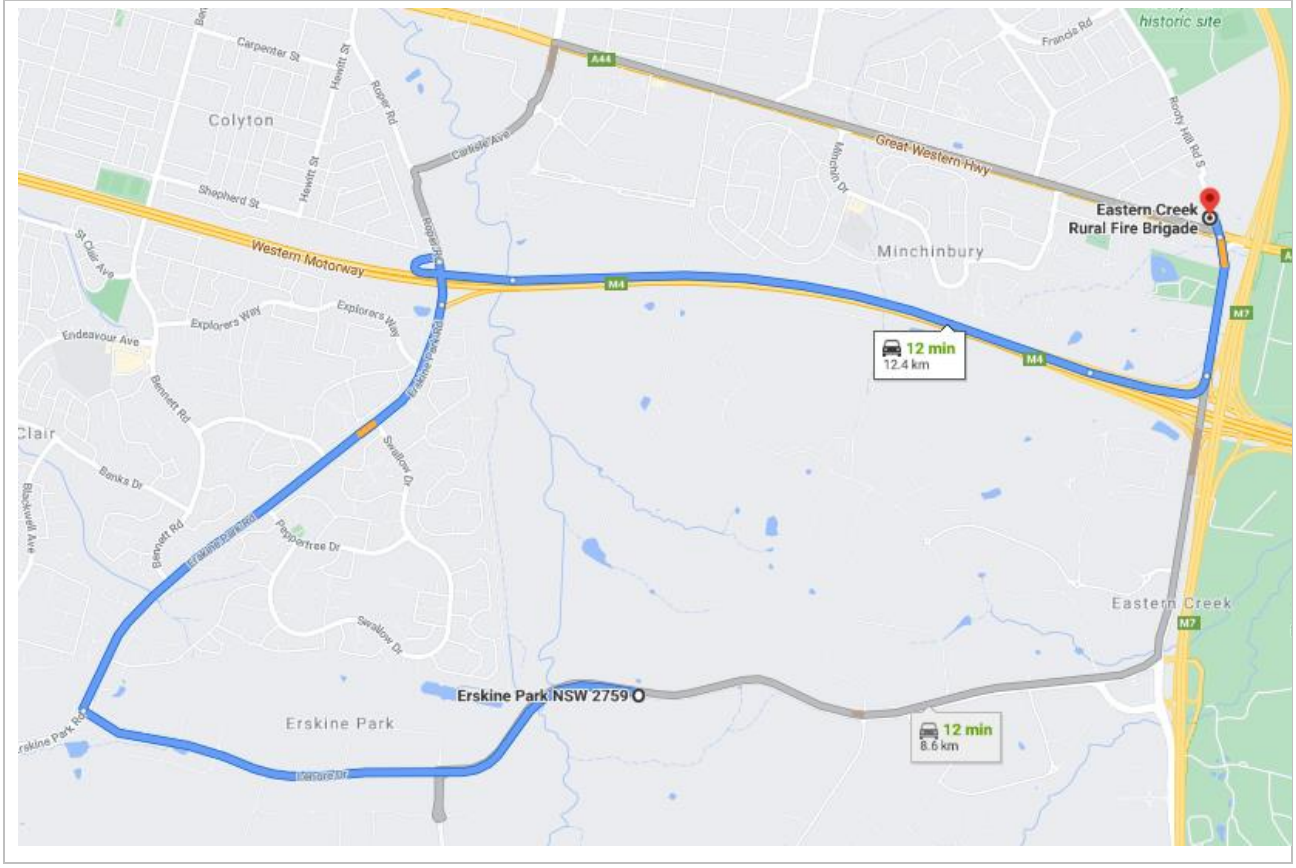
Devices for communication on this site will be via:

- Mobile Telephone,
- UHF / 2 Way Radios,
- Verbal / runners,

8 NEAREST FIRE STATION

In any fire Emergency it is best to call 000 or 112

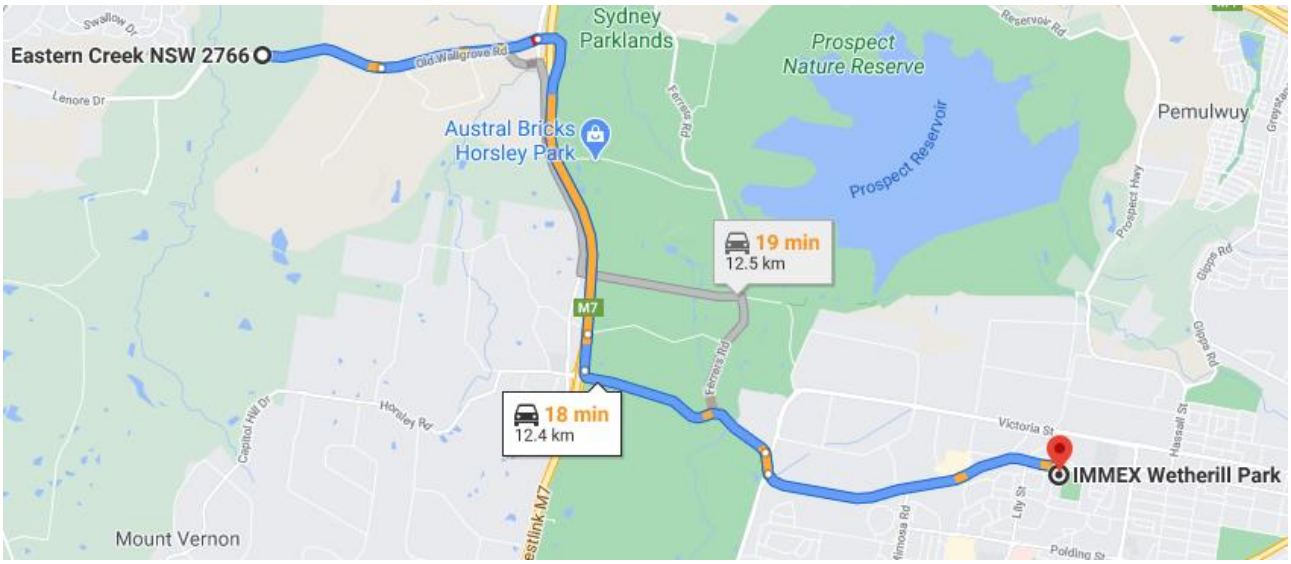
FIRE STATION NAME:	**Eastern Creek Rural Fire Brigade**
ADDRESS:	**204 Rooty Hill Rd S, Eastern Creek NSW 2766**
TEL:	**(02) 9832 4433**
MAP:	**See below**



9 NON URGENT INJURED WORKER MEDICAL PROVIDER

ACPL have nominated the following medical facility to provide assistance in the event of a non urgent injured worker medical emergency. This medical provider is aware of ACPL's presence in the area and are also aware of ACPL's injury management processes and commitment to returning injured workers back to work as quickly and as safely possible.

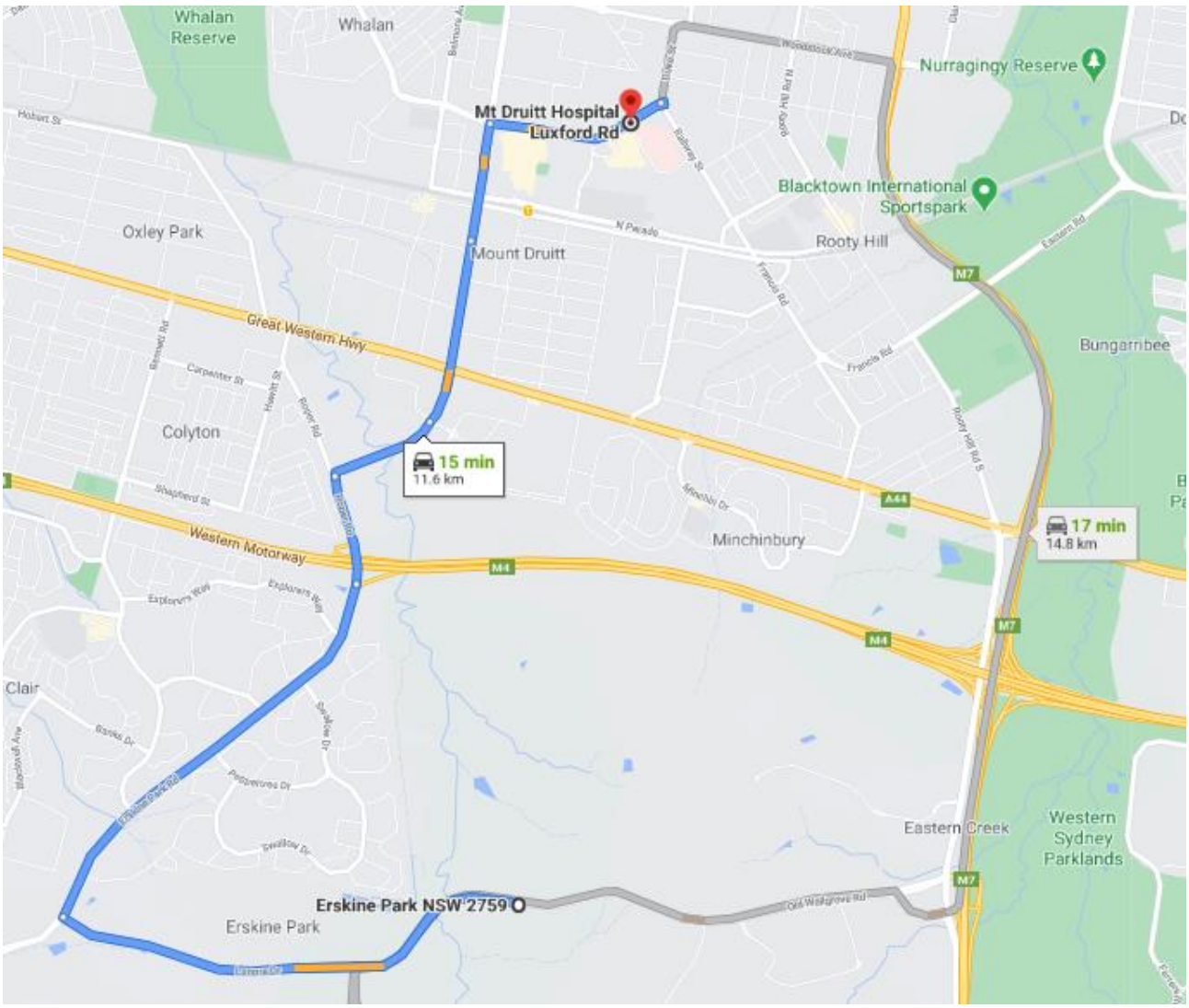
MEDICAL CENTRE NAME:	IMMEX Wetherill Park
ADDRESS:	Market Town, Shops 8 and 9, 1024 The Horsley Drive, Wetherill Park NSW 2164
TEL:	(02) 8597 9111
MAP:	See Below



10 URGENT INJURED WORKER MEDICAL PROVIDER

ACPL have nominated the following medical facility to provide assistance in the event of an urgent injured worker medical emergency.

HOSPITAL NAME:	Mt Druitt Hospital
ADDRESS:	75 Railway St, Mount Druitt NSW 2770
TEL:	(02) 9881 1555
MAP:	See Below



11 EMERGENCY RESPONSE PROCEDURES

The following emergency procedures are a guide of what to do in the event of an emergency situation and shall be communicated to all site personnel at their induction.

Fire and Smoke Event

- Do NOT panic.
- Report the location and details of the fire to the ERC.
- ALERT other occupants by calling "FIRE".
- ATTEND to human life in danger.
- ERC to ASSESS fire (size, type, intensity).
- Extinguish the fire, only if the fire is of a manageable size and you are competent in correctly selecting and using an extinguisher.
- If you are uncertain or are unable to extinguish the fire, leave via the closest emergency exit.
- If fire is not of a manageable size or is unable to be extinguished with basic fire fighting equipment, contact Fire Services (000) or (112) advising the location and nature of the fire and request the immediate attendance of the Fire Service.
- Follow instructions given by the ERC or Emergency Services Personnel.
- On hearing the alert signal / evacuation tone, make your way to the Emergency Assembly Area / Muster Point and remain there until otherwise directed.

12 EMERGENCY RESPONSE CONTACT DETAILS

Client:		Sydney Metro West	
Project No:		N235	
Project Address:		Lenore Dr, Eastern Creek	
Project Manager Name:		Peter Ryan	
EMERGENCY CONTACT NUMBERS			
Emergency Response Coordinator		Peter Ryan	0425 233 149
Emergency Coordinator Deputy		Zac Simpson	0438 200 219
FIRST AIDER		Zac Simpson	0438 200 219
FIRST AIDER		Ken Iles	0427 316 466
FIRST AIDER		Peter Ryan	0425 233 149
POLICE	000	ELECTRICITY	131 003
FIRE	000	GAS	131 909
AMBULANCE	000	WATER	132 090
MEDICAL CENTRE	02 8608 2101	POISONS	131 126
HOSPITAL	02 9881 1555	SES (State Emergency Service)	132 500
		POLLUTION LINE	1300 784 482
The following personnel shall be contacted in the event of an emergency on site:			
CLIENT CONTACT NUMBERS			
Client Project Manager (off-site)		Karen McLeod	0412 825 069
Client Site Representative		Luke Tobin – Project Engineer	0448 285 995
Client Safety Representative		Andrew Sargent – Safety Advisor	0418 375 287
ABERGELDIE SITE CONTACTS			
Position		**Contact Name**	**Contact Number**
Project Manager		Peter Ryan	0425 233 149
Superintendent		Zac Simpson	0438 200 219
Project Engineer		TBA	TBA
WHS Advisor		Ken Iles	0427 316 466

ABERGELDIE OFF-SITE CONTACTS		
Position	**Contact Name**	**Contact Number**
Managing Director	Mick Boyle	02 8717 7777
General Manager	Mark Whelan	0418 709 313
Project Director	Dmitri Khomoutov	0437 037 148
Senior HR Business Partner	Najwa Zaitar	02 8717 7777
Workers Compensation Manager	Ken Iles	0427 316 466

13 APPENDIX A – SWP026 – HOT WORK

14 APPENDIX B – SWP026-F01 – HOT WORK PERMIT

15 APPENDIX C – ENV013 – BUSHFIRE MANAGEMENT

AUSDILAPS
Specialist Building Inspections

ABN: 56 891 923 704 Telephone: 1800 Dilaps (345 277) Email: info@ausdilaps.com.au

PRE CONSTRUCTION CONDITION SURVEY - GEOREFERENCED VIDEO

COMMISSIONED BY:

Abergeldie Complex Infrastructure
PO Box 3019
REGENTS PARK NSW 2143

PROJECT:

Lenore Drive, Erskine Park NSW

SITE SURVEYED:

Council Assets
Lenore Drive
ERSKINE PARK NSW 2759

INSPECTION DATE:

6 April 2021

JOB REFERENCE:

ADN21096A

INSPECTOR:

Farzad Rezvani
Property Condition Surveyor
M.Eng

WEATHER:

Clear, 20°C

REPORT PREPARED BY:

Brittany Schneider



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BRIEF

Australian Dilapidations was commissioned by
Abergeldie Complex Infrastructure
to carry out pre-construction condition inspection and report in accordance with AS.4349.0 for the
Lenore Drive, Erskine Park NSW project.

PURPOSE OF THIS REPORT

This is a visual pre-construction inspection in accordance with AS 4349.0 and is intended to record the pre-construction condition of the property inspected and the surrounding areas. This is not a structural report and will not provide comment on the structural integrity or design of the inspected property; however it does include a photographic record of the main defects visible at the time of the inspection. The report is intended to be used to determine if change has occurred post-construction and if so, to what extent. This report and included photographs will be retained for use in/or during post-construction condition surveys.

LIMITATIONS

In accordance with AS 4349.0:
1. A visual only inspection may be of limited use to the client. In addition to a visual inspection, to thoroughly inspect the readily accessible areas of the property, further testing may be required whenever necessary.
2. This report does not include the inspection and assessment of items or matters outside the scope of the requested inspection and report.
3. This report does not include the inspection and assessment of items or matters that do not fall within the consultant's direct expertise.
4. The inspection only covers the readily accessible areas of the property and does not include areas, which were inaccessible or obstructed at the time of inspection. Obstructions are defined as any condition or physical limitation which inhibits or prevents inspection.
5. Australian Standard Inspection of Buildings, Part 1: Property Inspections – Residential buildings recognises that a standard property inspection report is not a warranty or an insurance policy against problems developing with the building in the future.

VIDEO LIMITATIONS

1. GPS Trilateration typical accuracy is <4m.
2. The first 15 seconds of an inspection allows for enough time to reach maximum accuracy before movement is commenced.
3. Cellular network reception and other factors outside of AusDilaps control may affect GPS accuracy.
4. In the event that adequate GPS accuracy is unachievable (<10m) we will perform a standard inspection. It is difficult to know whether desired GPS accuracy is able to be achieved until we arrive at site location.

EXCLUSIONS

The client acknowledges that this report does not cover or deal with:
(i) solving or providing costs for any rectification or repair work;
(ii) the structural design or adequacy of any element of construction;
(iii) detection of wood destroying insects such as termites and wood borers;
(iv) the operation of fireplaces and chimneys;
(v) any building services or appliances on the property;
(vi) any swimming pools and associated pool equipment or spa baths and spa equipment or the like;
(vii) whether the ground on which the building rests has been filled, is liable to subside, swell or shrink, is subject to landslip or tidal inundation, or if it is flood prone.

COPYRIGHT

All related council authorities are granted a perpetual non-exclusive license to make use of the copyright in all images supplied of council assets within this report, including the right to make copies available to third parties as though they were council images.

TERMS AND CONDITIONS

Important information regarding the scope and limitations of inspection and this report: Any person who relies upon the contents of this report does so acknowledging that the following clauses form an integral part of the report.

1. **This report is not an all encompassing structural survey.** It is a reasonable attempt to identify any obvious or significant defects apparent at the time of the inspection. Whether a defect is considered significant or not, to a large extent, depends on the age and type of the building or property inspected. This report is not a Certificate of Compliance with the requirements of any act, regulation, ordinance or by-law or, as a warranty or an insurance policy against problems developing with the building or property in the future.

2. **Only areas to which reasonable access is available were inspected.** AS 4349.0 defines reasonable access as “areas where safe, unobstructed access is provided and the minimum clearances specified below are available, or where these clearances are not available, areas within the inspector’s unobstructed line of sight and within arm’s length...”. Reasonable access does not include removing screws and bolts to access covers or the use of destructive/invasive inspection methods, cutting or making access traps, moving heavy furniture, floor coverings or stored goods.

3. **This report does not and cannot make comment upon:**
   - The assessment or detection of defects which may be subject to the prevailing weather conditions.
   - Whether or not services have been used for some time prior to the inspection and whether this will affect the detection of leaks or other defects.
   - The presence or absence of timber pests, gas-fittings, common property areas, environmental concerns, the proximity of the property to flight paths, railways, or busy traffic.
   - Noise levels, health and safety issues, heritage concerns, security concerns or systems; fire protection, site drainage.
   - Detection and identification of illegal building work, illegal plumbing work, durability of exposed finishes, neighbourhood problems, electrical installation, cables or reception systems, any matters that are solely regulated by statute.
   - Accordingly, this report does not guarantee that defects and/or damages do not exist in any inaccessible or partly inaccessible areas or sections of the property.

4. **Asbestos, Lead and Mould Disclaimer:**
   No inspection for asbestos, lead or mould was carried out at the property and no professional report on the presence or absence of them is provided. If asbestos is noted as present within the property or if the building was built prior to 1990 and you are concerned they may be present within the property then you should seek advice from a qualified specialist to identify the amount and importance of their presence and the cost of sealing or removal.

5. **Estimating Disclaimer:**
   This report does not provide any estimates on repair or remedial works. We recommend you consult a licenced builder to give an estimate on any work required.

6. **Disclaimer of Liability:**
   No liability shall be accepted on an account of failure of the report to notify any problems in the area(s) or section(s) of the subject property physically inaccessible during inspection, or to which access is denied. No responsibility can be accepted for defects which are latent or otherwise not reasonably detected on a visual inspection.

7. **Disclaimer of Liability to Third Parties:**
   This report is made solely for the use and benefit of the client named on the front of this report. No liability or responsibility whatsoever, in contract or tort, is accepted to any third party who may rely on the report wholly or in part. Any third party acting or relying on this report, in whole or in part does so at their own risk.

PROPERTY DESCRIPTION

Property Type:

- Council Owned

GENERAL INSPECTION RESTRICTIONS

1. None noted at the time of the inspection.

SAFETY ISSUES

1. Please refer to 'Major Defects' for any Safety Issues related to building defects.

Important Note: Per AS 4349.0 Clause 4.2.f.2, the report shall identify any observed item that may constitute a present or imminent serious safety hazard.

PROPERTY SITES INSPECTED

- ✓ Externl Building Elements
- ✓ Roudabouts
- ✓ Kerbs/Gutters/Footpaths
- ✓ Roadways

Inspection Records: ADN21096A Council Assets Lenore Drive ERSKINE PARK video inspection.mp4
Length: 12:56 minutes

Important Note: The areas listed above are a broad indication of the areas inspected. Within these areas, some further restrictions may have been present restricting or preventing our inspection. If any recommendation has been made within this report to gain access to areas, gain further access to areas, or any area has been noted as being at "High Risk" due to limited access then further access must be gained. We strongly recommend that such access be gained to enable a more complete report to be submitted.

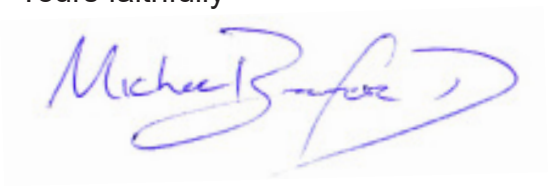
Drainage - Surface Water: Not Inspected
Important Notes: The site should be monitored during heavy rain to determine whether the existing drains can cope. If they cannot cope, then additional drains may be required.

Services: Not Inspected
Important Notes: In regard to plumbing or electrical, it should be noted that we are not plumbers or electricians and no comments are made to electrical or plumbing. We recommend that a qualified contractor be engaged to make comment on any matter dealing with plumbing or electrical issues.

EXPLANATION OF REVISIONS

- Not applicable

Yours faithfully



Michael Burford

AUSTRALIAN DILAPIDATIONS
Office: 1800 Dilaps (345 277)
Email: info@ausdilaps.com.au

AUSDILAPS
Specialist Building Inspections

ABN: 56 891 923 704 Telephone: 1800 Dilaps (345 277) Email: info@ausdilaps.com.au

PROPERTY CONDITION SURVEY - GEOREFERENCED VIDEO

COMMISSIONED BY:

Abergeldie Complex Infrastructure
PO Box 3019
REGENTS PARK NSW 2143

PROJECT:

Sydney International Speedway, NSW

SITE SURVEYED:

Council Assest - Ferrers Road
EASTERN CREEK NSW 2766

INSPECTION DATE:

27 October 2020

JOB REFERENCE:

AD3489D

WEATHER:

Partly Cloudy, 19°C

REPORT PREPARED BY:

Brittany Schneider



BRIEF

Australian Dilapidations was commissioned by Abergeldie Complex Infrastructure to carry out pre-construction condition inspection and report in accordance with AS.4349.1 for the Sydney International Speedway, NSW project.

PURPOSE OF THIS REPORT

This is a visual pre-construction inspection in accordance with AS 4349.1 and is intended to record the pre-construction condition of the property inspected and the surrounding areas. This is not a structural report and will not provide comment on the structural integrity or design of the inspected property; however it does include a photographic record of the main defects visible at the time of the inspection. The report is intended to be used to determine if change has occurred post-construction and if so, to what extent. This report and included photographs will be retained for use in/or during post-construction condition surveys.

LIMITATIONS

In accordance with AS 4349.1 clause 2.5:
1. A visual only inspection may be of limited use to the client. In addition to a visual inspection, to thoroughly inspect the readily accessible areas of the property, further testing may be required whenever necessary.
2. This report does not include the inspection and assessment of items or matters outside the scope of the requested inspection and report.
3. This report does not include the inspection and assessment of items or matters that do not fall within the consultant's direct expertise.
4. The inspection only covers the readily accessible areas of the property and does not include areas, which were inaccessible or obstructed at the time of inspection. Obstructions are defined as any condition or physical limitation which inhibits or prevents inspection.
5. Australian Standard Inspection of Buildings, Part 1: Property Inspections – Residential buildings recognises that a standard property inspection report is not a warranty or an insurance policy against problems developing with the building in the future.

VIDEO LIMITATIONS

1. GPS Trilateration typical accuracy is <4m.
2. The first 15 seconds of an inspection allows for enough time to reach maximum accuracy before movement is commenced.
3. Cellular network reception and other factors outside of AusDilaps control may affect GPS accuracy.
4. In the event that adequate GPS accuracy is unachievable (<10m) we will perform a standard inspection. It is difficult to know whether desired GPS accuracy is able to be achieved until we arrive at site location.

EXCLUSIONS

The client acknowledges that this report does not cover or deal with:
(i) solving or providing costs for any rectification or repair work;
(ii) the structural design or adequacy of any element of construction;
(iii) detection of wood destroying insects such as termites and wood borers;
(iv) the operation of fireplaces and chimneys;
(v) any building services or appliances on the property;
(vi) any swimming pools and associated pool equipment or spa baths and spa equipment or the like;
(vii) whether the ground on which the building rests has been filled, is liable to subside, swell or shrink, is subject to landslip or tidal inundation, or if it is flood prone.

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TERMS AND CONDITIONS

Important information regarding the scope and limitations of inspection and this report: Any person who relies upon the contents of this report does so acknowledging that the following clauses form an integral part of the report.

1. **This report is not an all encompassing structural survey.** It is a reasonable attempt to identify any obvious or significant defects apparent at the time of the inspection. Whether a defect is considered significant or not, to a large extent, depends on the age and type of the building or property inspected. This report is not a Certificate of Compliance with the requirements of any act, regulation, ordinance or by-law or, as a warranty or an insurance policy against problems developing with the building or property in the future.

2. **Only areas to which reasonable access is available were inspected.** AS 4349.1 defines reasonable access as “areas where safe, unobstructed access is provided and the minimum clearances specified below are available, or where these clearances are not available, areas within the inspector’s unobstructed line of sight and within arm’s length...”. Reasonable access does not include removing screws and bolts to access covers or the use of destructive/invasive inspection methods, cutting or making access traps, moving heavy furniture, floor coverings or stored goods.

3. **This report does not and cannot make comment upon:**
   - The assessment or detection of defects which may be subject to the prevailing weather conditions.
   - Whether or not services have been used for some time prior to the inspection and whether this will affect the detection of leaks or other defects.
   - The presence or absence of timber pests, gas-fittings, common property areas, environmental concerns, the proximity of the property to flight paths, railways, or busy traffic.
   - Noise levels, health and safety issues, heritage concerns, security concerns or systems; fire protection, site drainage.
   - Detection and identification of illegal building work, illegal plumbing work, durability of exposed finishes, neighbourhood problems, electrical installation, cables or reception systems, any matters that are solely regulated by statute.
   - Accordingly, this report does not guarantee that defects and/or damages do not exist in any inaccessible or partly inaccessible areas or sections of the property.

4. **Asbestos, Lead and Mould Disclaimer:**
   No inspection for asbestos, lead or mould was carried out at the property and no professional report on the presence or absence of them is provided. If asbestos is noted as present within the property or if the building was built prior to 1990 and you are concerned they may be present within the property then you should seek advice from a qualified specialist to identify the amount and importance of their presence and the cost of sealing or removal.

5. **Estimating Disclaimer:**
   This report does not provide any estimates on repair or remedial works. We recommend you consult a licenced builder to give an estimate on any work required.

6. **Disclaimer of Liability:**
   No liability shall be accepted on an account of failure of the report to notify any problems in the area(s) or section(s) of the subject property physically inaccessible during inspection, or to which access is denied. No responsibility can be accepted for defects which are latent or otherwise not reasonably detected on a visual inspection.

7. **Disclaimer of Liability to Third Parties:**
   This report is made solely for the use and benefit of the client named on the front of this report. No liability or responsibility whatsoever, in contract or tort, is accepted to any third party who may rely on the report wholly or in part. Any third party acting or relying on this report, in whole or in part does so at their own risk.

PROPERTY DESCRIPTION

Property Type:

- Council owned property

GENERAL INSPECTION RESTRICTIONS

Description of Restrictions:
1. None noted at the time of the inspection.

Safety Issues:
1. None noted at the time of the inspection.

Important Note: Per AS 4349.1 Clause 4.2.4.3, the report shall identify any observed item that may constitute a present or imminent serious safety hazard.

PROPERTY SITES INSPECTED

Externl Building Elements
Roudabouts
✓ Kerbs/Gutters/Footpaths
✓ Roadways

Inspection Records: AD3489D-1 Council Assets Ferrers Road EASTERN CREEK Video Inspection.mp4
Length: 08:20 minutes

Important Note: The areas listed above are a broad indication of the areas inspected. Within these areas, some further restrictions may have been present restricting or preventing our inspection. If any recommendation has been made within this report to gain access to areas, gain further access to areas, or any area has been noted as being at “High Risk” due to limited access then further access must be gained. We strongly recommend that such access be gained to enable a more complete report to be submitted.

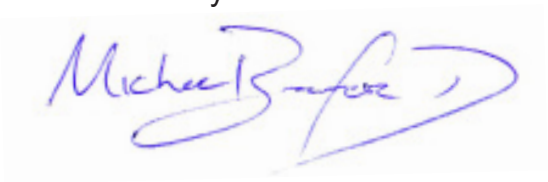
Drainage - Surface Water: Not Inspected
Important Notes: The site should be monitored during heavy rain to determine whether the existing drains can cope. If they cannot cope, then additional drains may be required.

Services: Not Inspected
Important Notes: In regard to plumbing or electrical, it should be noted that we are not plumbers or electricians and no comments are made to electrical or plumbing. We recommend that a qualified contractor be engaged to make comment on any matter dealing with plumbing or electrical issues.

EXPLANATION OF REVISIONS

- Not applicable

Yours faithfully



Michael Burford

AUSTRALIAN DILAPIDATIONS
Office: 1800 Dilaps (345 277)
Email: info@ausdilaps.com.au

Transport
Roads & Maritime
Services

SF2019/159654

31 July 2019

Traffic Logistics Pty Limited
49 Industrial Road
Unanderra NSW 2526

Attn: Peter Nicholls
Group Systems
Manager

Tel: 1300 001 599
Email: peter@traffic-logistics.com.au

Mob: 0439 022 425

REGISTRATION OF CONTRACTORS

Dear Sir,

I refer to your renewal application for category G under the RMS Registration Scheme.

After the assessment, I would like to advise that your company has been registered with NSW RMS for:

Category G Provision of Traffic Control

The registration is valid for 3 years from the date of this letter and it will expire on 30 July 2022.

Yours faithfully,

Chris Martin
Manager Policy, Systems & Processes
Commercial Services Section
Technical & Project Services Branch
Infrastructure & Place Division

SF2020/100509

11 June 2020

Abergeldie Contractors Pty Ltd
PO Box 10
Regents Park NSW 2143

Attn: Michael Trumm
Estimating Manager

Tel: (02) 8717 7777
Mob: 0409 245 263

Fax: (02) 8717 7778
Email: mtrumm@abergeldie.com

REGISTRATION OF CONTRACTORS

Dear Sir,

I refer to your application for category G under TfNSW Registration Scheme.

After the assessment, I would like to advise that your company has been registered with TfNSW for:

Category G Provision of Traffic Control

The registration is valid for 3 years from the date of this letter and it will expire on 10 June 2023.

Yours faithfully,

Chris Martin
Manager Policy, Systems & Processes
Commercial Services Section
Finance & Commercial Branch
Infrastructure & Place Division

Abergeldie Contractors Pty Ltd
ABN: 47 004 533 519

5 George Young St,
Regents Park NSW 2143
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N235 SYDNEY INTERNATIONAL SPEEDWAY - VARIATION FOR EARTHWORKS AT SOUTH AND NORTH PRECAST FACILITY

CONTRACT No. 00013/11864

CONSTRUCTION TRAFFIC MANAGEMENT – PRECAST FACILITY

APPENDIX N TO CONSTRUCTION TRAFFIC MANAGEMENT PLAN MAIN WORKS (REV E)

Revision: 2

3 MAY 2021

DOCUMENT IS NOT CONTROLLED WHEN ACCESSED OUTSIDE OF ABERGELDIE'S INTEGRATED MANAGEMENT SYSTEM (AIMS)

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1.3 DEFINITIONS

CEMP	Construction Environmental Management Plan
CMP	Contract Management Plan
PMP	Pedestrian Movement Plan(s)
RASS	Radar activated speed sign(s)
TfNSW	Transport for NSW
RTO	Regional Traffic Operations
ROL	Road Occupancy Licence(s)
SZA	Speed Zone Authorisation
TCP	Traffic Control Plan(s)
TCWS	TfNSW Traffic Control at Work Sites Manual
TMC	Transport Management Centre
TMP	Traffic Management Plan(s)
VMP	Vehicle Movement Plan(s)
VMS	Variable message sign(s)
CJP	TfNSW – Customer Journey Planning - Operations
DPIE	Department of Planning Industry and Environment
WHSMP	Work, Health and Safety Management Plan
MCoA	Minister’s Conditions of Approvals
ER	Environmental Representative
WSPT	Western Sydney Parklands Trust

COMPLIANCE MATRIX

The following compliance matrix demonstrates the alignment of this management plan fulfilling the requirements of Section 2.3 of G10 specifications.

ITEM	REQUIREMENT	REFERENCE IN THIS DOCUMENT
(1)	Details of any traffic staging arrangements, Traffic Staging Plans and time periods associated with each stage	Section 8 and 12
(2)	Traffic Control Plans	Section 8, 10, 11, 12 and Appendix B
(3)	Vehicle Movement Plans	Section 7 and 12
(4)	Provision of access to adjoining properties and side roads affected by the construction	Section 6 and Appendix B
(5)	Copies of any ROL (refer Clause 2.2) and approvals from other relevant authorities obtained.	Section 10, 11 and Appendix C
(6)	Design drawings for any temporary roadways and detours	N/A
(7)	Names and contact details of nominated personnel responsible for attendance at traffic incidents where required to do so by the Police and emergency services, and for maintenance of traffic control devices and temporary roadways outside normal working hours.	Section 23
(8)	Monitoring, review and amendment mechanisms	Section 22 and 24

Title	Sydney International Speedway, Eastern Creek Precast Facility Construction Traffic Management Plan
Approved on behalf of Transport for NSW	[Insert name of TfNSW project manager]
Signed	
Dated	
Approved on behalf of Abergeldie by	[Insert name of Construction Contractor Project Director]
Signed	
Dated	

‘

2 DOCUMENT CONTROL

2.1 APPROVAL

FUNCTION	POSITION	NAME	SIGNATURE	DATE
Prepared by	Interface Manager	Ari Kalamotas		13/04/2021
Reviewed by	Abergeldie Project-Construction Manager	Joseph Maklouf		13/04/2021
Approved by	Abergeldie Project Director	Dmitri Khomoutov		13/04/2021

2.2 DOCUMENT REVISION STATUS

Each page of this document bears a document number and revision date. When revisions to the document are issued, the following table will be updated to show the most recent revision level. The revised document will be forwarded to the holders of controlled copies. Recipients are responsible for destroying or marking “superseded” on the previous revision.

REVISION DATE	AMENDMENT DESCRIPTION
31/03/2021	Initial version - Issued for review commencement
13/04/2021	Revision 2 – Amendments to haul route and access into Precast site

Any changes within this document that modify either the scope or intent of the original document are highlighted in the right margin by a vertical bar (|).

Where review and revision is deemed warranted, i.e. such as comments received from the Client, or where necessary to reflect changes in contractual or Project requirements, or as a result of an incident then these revisions shall be reviewed by the respective Project Manager and approved by the Construction Manager.

3 INTRODUCTION

3.1 DESCRIPTION OF PROPOSED WORKS

Abergeldie has been engaged by Sydney Metro to deliver the Sydney International Speedway project. During construction it was determined that an additional 90,000m3 of excess spoil would be required to be removed from site. Sydney Metro is concurrently delivering works at Eastern Creek Precast Facility requiring fill to be transported to site. Consequently, Abergeldie's current contract has been varied to undertake the earthworks at the South and North Precast Facility.

The construction scope for the earthworks at South and North Precast Facility shall include:

- Transportation of 90,000m3 fill from Sydney International Speedway site. Fill to comply with TfNSW R44 specifications.
- Site preparation (site security, sedimentation and erosion controls, ecologist, any rubbish, contamination removal and disposal, etc.)
- Construction of Detention and Retention Basins, security fence and landscaping - South and North
- Earthworks (as per TfNSW R44 specifications) - clear grub, topsoil removal, ~60,000m3 fill in South Precast Facility, cut and fill balance in North Precast Facility. 95% nominal value of relative compaction with a uniform level (maximum grade of 1%). These works will include:
    - Top/capping layer on the Earthworks pads
    - An open channel drain in the southern precast yard for the overflow creeks (east to west) and relevant swale drains.
    - Hydro mulch all batters on Ropes Creek side, around EPZ, North side of north precast pad, Archbold Road side of the North Precast pad, Along Lenore Drive and (except first 10m setback along Lenore Drive will have high quality landscape treatment – Provisional item).
- 14,000m3 fill to be stockpiled in North Precast Facility to be used for Road Construction.

Exclusions: Any top/capping layer on the Earthworks pads. Roadworks by TfNSW (Former RMS).

3.2 PURPOSE

Revision D of the Sydney International Speedway (Main Works) Traffic Management Plan (TMP) was approved for use in December 2020. There are no proposed changes to the traffic control measures currently in place at the Sydney International Speedway site.

This Construction Traffic Management Plan will predominately be concerned with the traffic impacts associated with the following;

- Proposed haulage route (Speedway site to Precast Facility site and vice versa),
- Entering the Precast Facility site (left turn), and
- Exiting the Precast Facility site (left turn).

It should be read in conjunction with Abergeldie's Construction Environmental Management Plans and the contract documents, in particular Principal's General Specifications *G10 - Traffic and Transport Management (SM ES-ST-214_Speedway Works).*

3.3 KEY STAKEHOLDERS

The CTMP will be developed in consultation with the following key stakeholders -

- Blacktown City Council (Road authority)
- TfNSW
  - Customer Journey Planning (CJP)
  - Transport Management Centre (TMC).
- Sydney Metro West
- Other Contractors undertaking works at the precast facility (ASP1, other utilities contractors and Roadworks Contractors)

Any approvals of the CTMP from the relevant stakeholders and/or conditions of acceptance will be attached to this CTMP (***Appendix A).***

3.4 COMMUNICATION STRATEGY

Abergeldie will liaise with all stakeholders throughout the project in accordance with the Community Communication Strategy.

The TfNSW 1800 612 173 hotline number and email: projects@transport.nsw.gov.au will be used for capturing complaints; this is also further addressed under the Community Communication Strategy.

4 TRAFFIC MANAGEMENT SPECIFICATION

This Principal's General Specification G10 contains the traffic and transport management requirements that are to be met by the Contractor during the performance of the Contractor's activities, including the management of the impacts of the Contractor's Activities on road and pedestrian traffic. Abergeldie is to also adhere to the requirements of TfNSW Traffic Control at Worksites Manual and AS1742.3.

All temporary traffic arrangements required by the Contractor's Activities must comply with this specification unless stated otherwise.

5 WORKING DAYS & HOURS OF WORK

Construction works at the precast facility will be as follows:

- Monday to Friday 07:00 to 18:00 and
- Saturday 08:00 to 13:00

No work will be carried out that will affect traffic during long weekends, school holidays and public holidays. This period will include the Friday before the school holidays and the Monday following the school holidays.

6 EXISTING TRAFFIC INTERFACE WITH THE PROJECT

The current Speedway site access arrangements will be maintained for all truck movements required as part of the transportation of fill to the precast facility site. It is not envisaged that any additional traffic control, signage or security measures will be required to cope with the additional traffic required as a result of this activity.

All trucks will enter and exit the Speedway site via the main site access point (Gate 1) where construction traffic will be able to access site via left and right hand turns from Ferrers Road using the existing slip lanes in place (Refer to Figures 1 and 2 below).

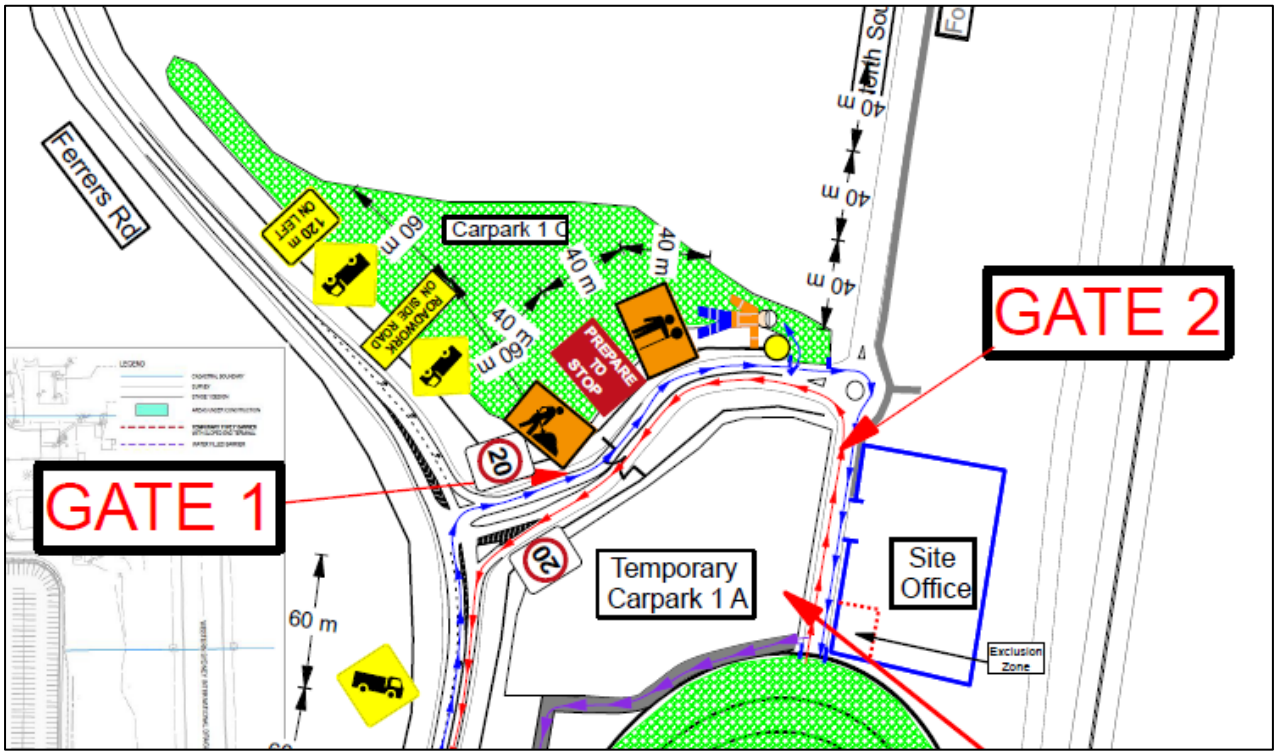


Figure 1 Gate 1 & 2 Site Access



Figure 2 Aerial view of Gate 1

The Precast Facility site is accessed via Lenore Drive, Eastern Creek which is a fully sealed road signposted at 80km/hr with dual 3.5m traffic lanes in each direction. There is a median strip in the middle of the road with slip lanes either side of the median to turn right in both directions, a slip lane is on the road heading east bound entering left into the site and there is a slip lane on the road heading westbound allowing traffic to turn left. It should be noted that all the slip lanes are currently marked as non-operational pending the future intersection upgrade and construction of the Archbold Road extension (Refer to Figure 3 below). As part of these works it is proposed that the left turn slip lane is utilised as part of the traffic control measures to be implemented as this will minimise the amount of disruption to road users on Lenore Drive.

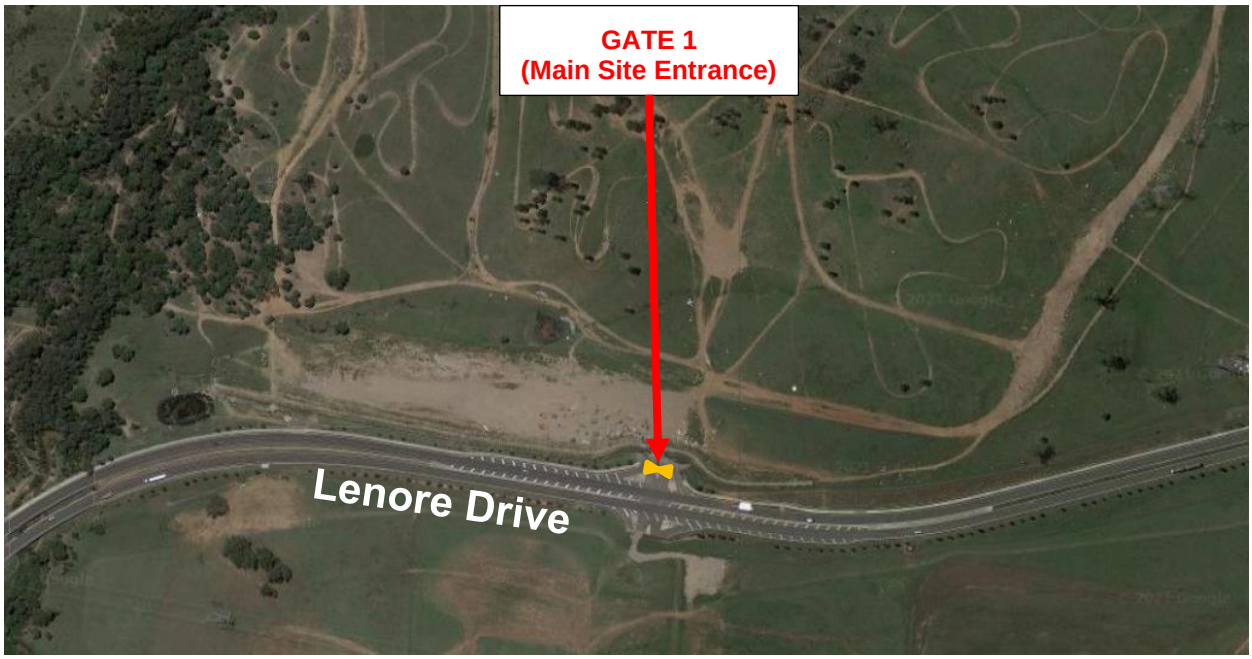


Figure 3 Site map showing Site Access point where interface with Lenore Drive will occur

All trucks will enter and exit the Precast Facility site via the main site access point (Gate 1). Construction traffic heading eastbound will access site via a left hand turn from Lenore Drive using the existing slip lane (refer to Figure 4 below).

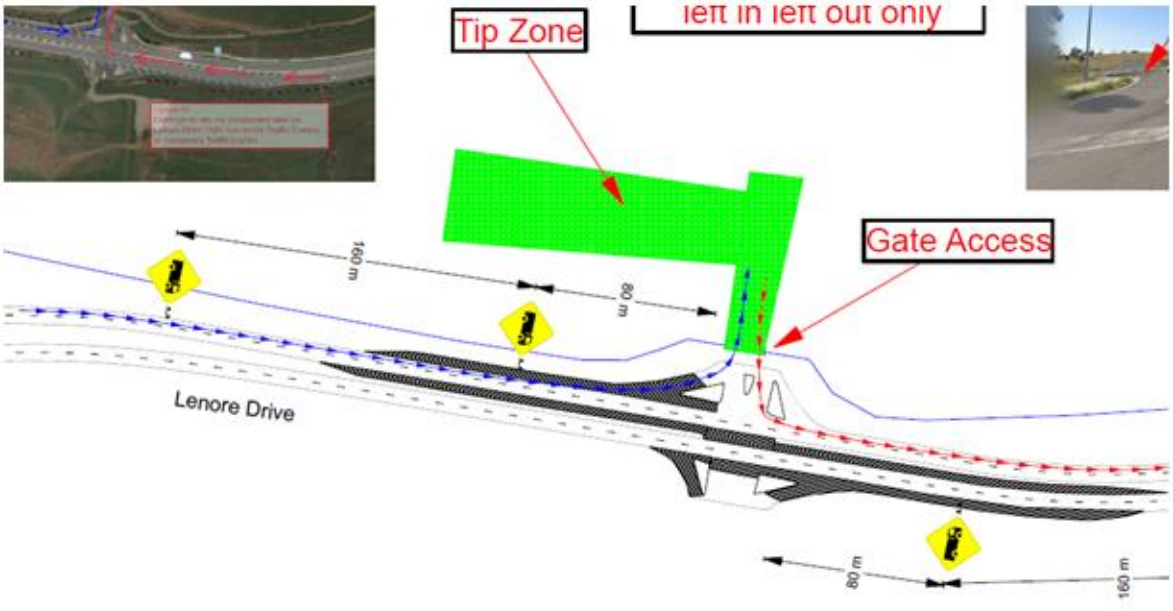


Figure 4 Traffic Control to be implemented for left turn into site from Lenore Drive

7 VEHICLE MOVEMENT PLANS

Vehicle Movement Plans (VMPs) will be included as part of the driver's inductions showing the required travel paths for vehicles associated with the project entering, leaving, or crossing the through traffic stream.

The VMPs will also provide details of the layout within the worksites and the site compound area including:

- The movement of construction and other vehicles within the work site and site compound area and the associated signage including off-road plant movements;
- Movement of vehicles on adjacent public accessible roads e-g haulage of spoil from and excavation site, across the roads to a stockpile site;
- The location of and access to parking areas and the associated signage;
- Visitor parking areas;
- Pedestrian routes;
- Access paths to crib sheds, offices and the like; and
- All associated signage.

Construction vehicle drivers shall be inducted into the Vehicle Movement Plans for both construction and stockpile sites, as well as the Safe Work Method Statements for works being carried out.

8 TRAFFIC CONTROL PLANS

Traffic Control Plans will be developed in accordance with the requirements outlined in Section 8 of the Main Works CTMP (Revision D) to which this document is appended.

Traffic Control Plans will be prepared by Abergeldie's nominated Traffic Control Consultant *Traffic Logistics* and/or Abergeldie's internal Traffic Manager. Refer to Figures 5 and 6 below for copies of the TCP designer qualifications.



Figure 5 Traffic Logistics – TCP Designer Qualification



Figure 6 Abergeldie – Traffic Designer Qualification

A list of TCPs' proposed to be used as part of the Precast Facility earthworks project is included in Table 2 and Table 3 inclusive of the timeframes that the TCPs will be used on site. The TCPs are also attached to this TMP at ***Appendix B***.

Should the TCP or the ROL need extension the requirements of Sydney Metro, TMC and TfNSW will be adhered to.

Table 1 - Proposed TCPs

Item	TCP	Description	Proposed dates
B.1	TLTCGS-137922 REV A	Lenore Dr Erskine Park Site Access TCP	12/04/2021-8/05/2021

The following table identifies the existing TCPs that have been approved for use as part of the Sydney International Speedway Main Works CTMP (Revision D) and will be applicable to this traffic management plan for the works at the Precast Facility.

Table 2 - Existing TCPs

Item	TCP	Description	Proposed dates
B.4	TLTCP-AS-114615 REV C	Main Works - Stage 1 VMP	12/04/2021-26/06/2021
B.5	TLTCP-AS-114657 REV C	Main Works - Stage 2 VMP	12/04/2021-26/06/2021
B.6	TLTCP-AS-114840 REV C	Main Works - Stage 3 VMP	12/04/2021-26/06/2021

9 TRAFFIC CONTROLLERS

In accordance with the requirements outlined in Section 9 of the Main Works CTMP (REV D), to which this document is appended, Abergeldie will engage competent and qualified Traffic Controllers to carry out traffic management on the project. The minimum requirements are a follows;

- Traffic Controllers must always carry their qualification when controlling traffic.
- Authorised traffic controllers are to be appropriately trained in their duties.
- Traffic controllers are to wear the approved PPE at all times, namely high visibility fluorescent clothing or safety vests complying with AS/NZS 460.
- Illuminated wands are to be utilised in addition to stop/slow bats where poor lighting conditions are observed or nightworks are scheduled.
- Traffic Controllers are always to have a portable 2-way radio on them and maintain contact with construction vehicle drivers.

10 ROAD OCCUPANCY LICENCES

A ROL will be required to reduce the speed limit on Lenore Drive 500m either side of the Precast Facility site entrance. Temporary signage will be installed for the duration of the works.

11 SPEED ZONE REDUCTION

Temporary long-term speed zone reduction shall be obtained to reduce the speed limit from 80km/h to 60km/h on Lenore Drive 500m either side of the Precast Facility site entrance.

12 PROPOSED VEHICLE MOVEMENT PLAN

12.1 OVERVIEW

Delivery of spoil to the Precast Facility is subject to the conditions of the Sydney Metro Eastern Creek Precast Facility planning approval which requires all construction vehicles to enter the

site utilising a right turn from Lenore Drive. A consistency assessment (Ref: SM-21-0007299) was completed against the Sydney Metro (Precast Facility) planning approval to determine if it is acceptable for construction vehicles to enter site using the left turn into site off Lenore Drive. The consistency assessment determined on 27/04/2021 that the proposed construction change is consistent with the Review of Environmental Factors, Addendum Report and Determination Report including the conditions of approval, has negligible impacts on the community and environment and no further assessment is required.

The following table quantifies the number of vehicle movements and timeframes associated with the transportation of all of the spoil from the Sydney International Speedway site to the Precast Facility site.

Table 3 - Volume of spoil, number of truck movements and timeframes for delivery

Access to site	Quantity of Spoil	Days	Estimated Total No. of Truck and Trailer Movements	Estimated Truck and Trailer Movements per day	Dates
Left turn off Lenore Dr	90,000m3	58	13,920	240	19/04/2021-3/07/2021

The initial 30,000m3 of fill to be delivered between 19/04/2021 – 15/05/2021 will be placed in the area shown below. The purple area at the front of the site will be used to stockpile the remaining spoil until access is provided to the rest of the site.

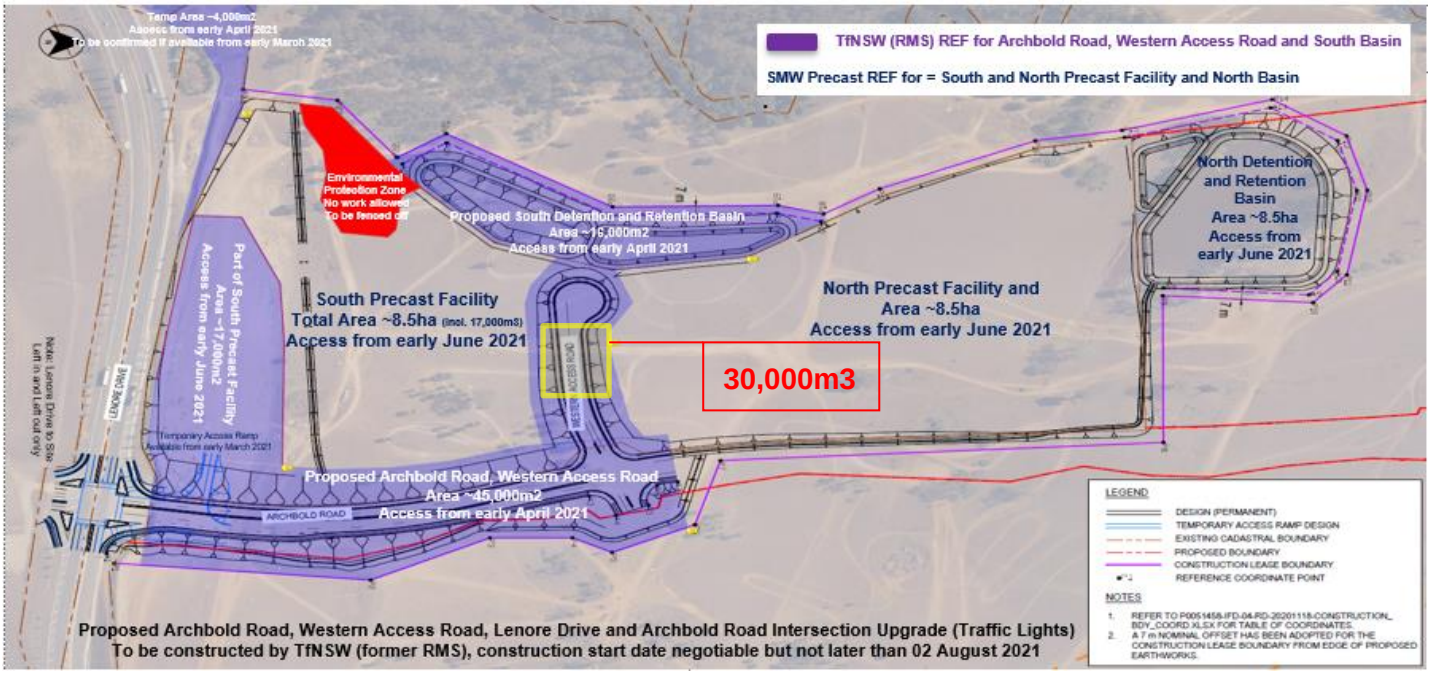


Figure 7 Timeframes for access within Precast Facility

12.2 VEHICLE MOVEMENT PLAN

The proposed haul route to transport the 90,000m3 of spoil to the Precast Facility site will be as follows;

- Travel southbound on North-South Link Road from Carpark D1 after haulage truck is loaded
- Turn right at the Roundabout and travel towards Ferrers Road intersection

- Turn left at the intersection to travel southbound on Ferrers Road (Figure 9)
- Travel approx. 3.5km along Ferrers Road until the The Horsley Drive and turn right (Figure 10)
- Travel approx. 1.7km westbound until the Wallgrove Road intersection and turn right (Figure 11)
- Travel approx. 3.8km northbound until the M4 on ramp and turn left (Figure 12)
- Travel approx. 4.4km westbound until the Erskine Park Road exit and turn left (Figure 13)
- Travel approx. 4.1km southbound until Lenore Drive and turn left (Figure 14)
- Travel approx. 3.3km eastbound and turn left into site via the slip lane (Figure 15)
- Haulage trucks are then to exit left onto Lenore Drive from the Precast Facility site and return to the Speedway site via the following route –
    - travel eastbound on Lenore Drive/Old Wallgrove Rd and turn right onto Wallgrove Rd,
    - travel southbound on Wallgrove Road and turn left onto Chandos Rd,
    - travel eastbound on Chandos Road and turn left at the roundabout onto Ferrers Rd,
    - travel northbound on Ferrers Road and turn right at Gate 1 entrance via the slip lane.

It should be noted that the following early works will be completed between 14/04/2021 – 19/04/2021:

- All weather seal of proposed site compound area using recycled DGB material A20
- Temporary fencing around our site compound A20
- Installation of site sheds, containers and generator A20
- Clearing and grubbing A20 / A1.1 / A16 / A2 / A4
- A16 basin preparation
- Commencement of A33 & A34 haul road

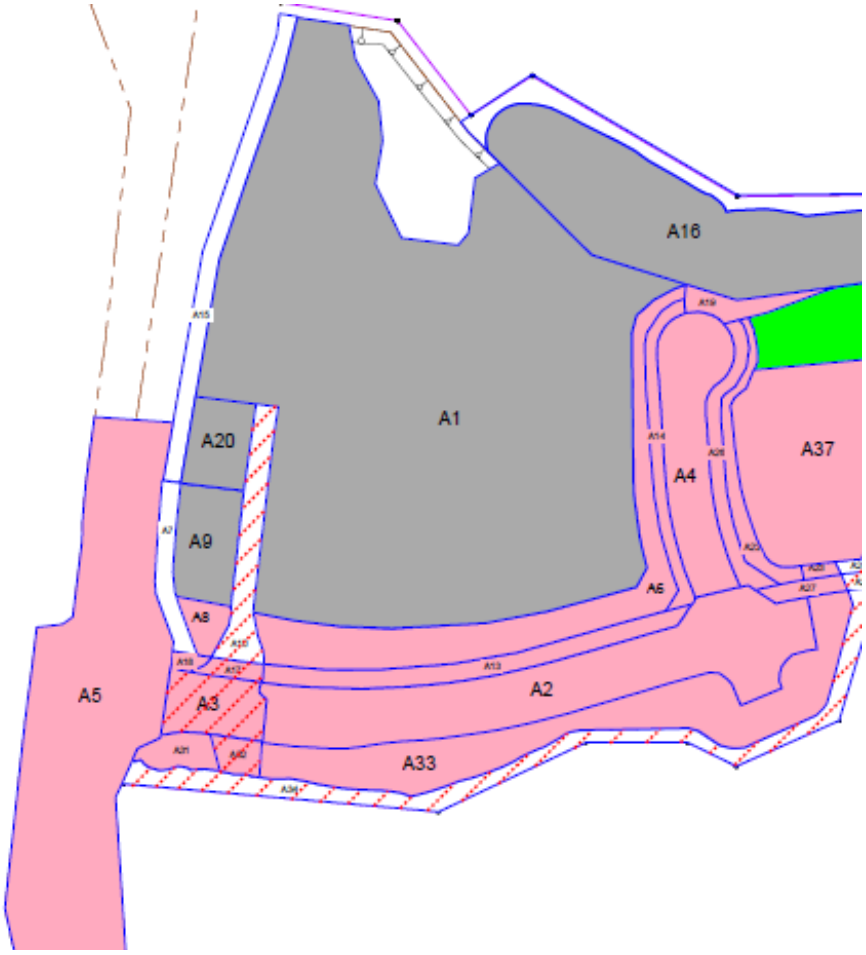


Figure 8 Areas within South Precast Facility site

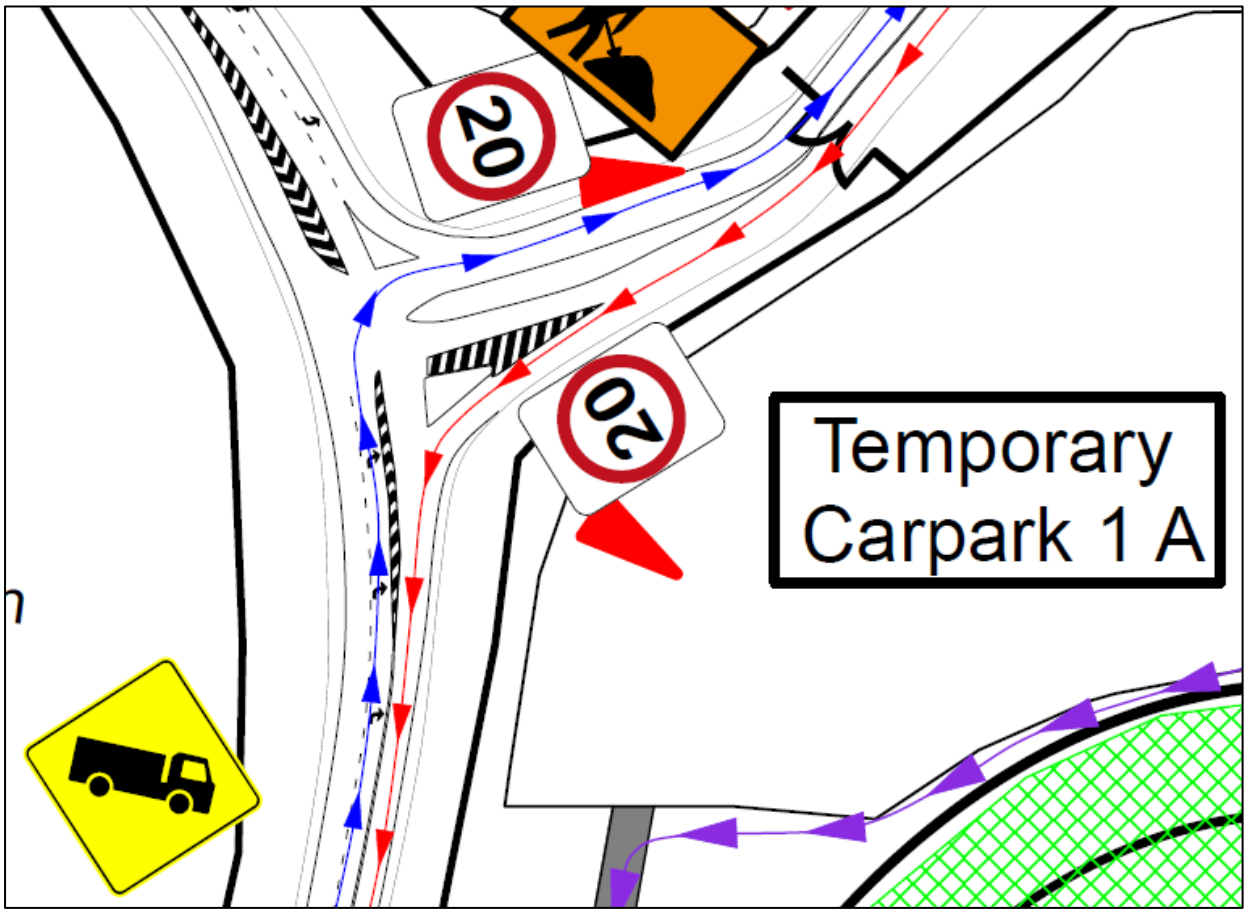


Figure 9 Intersection with Extract from TLTCP-AS-114615

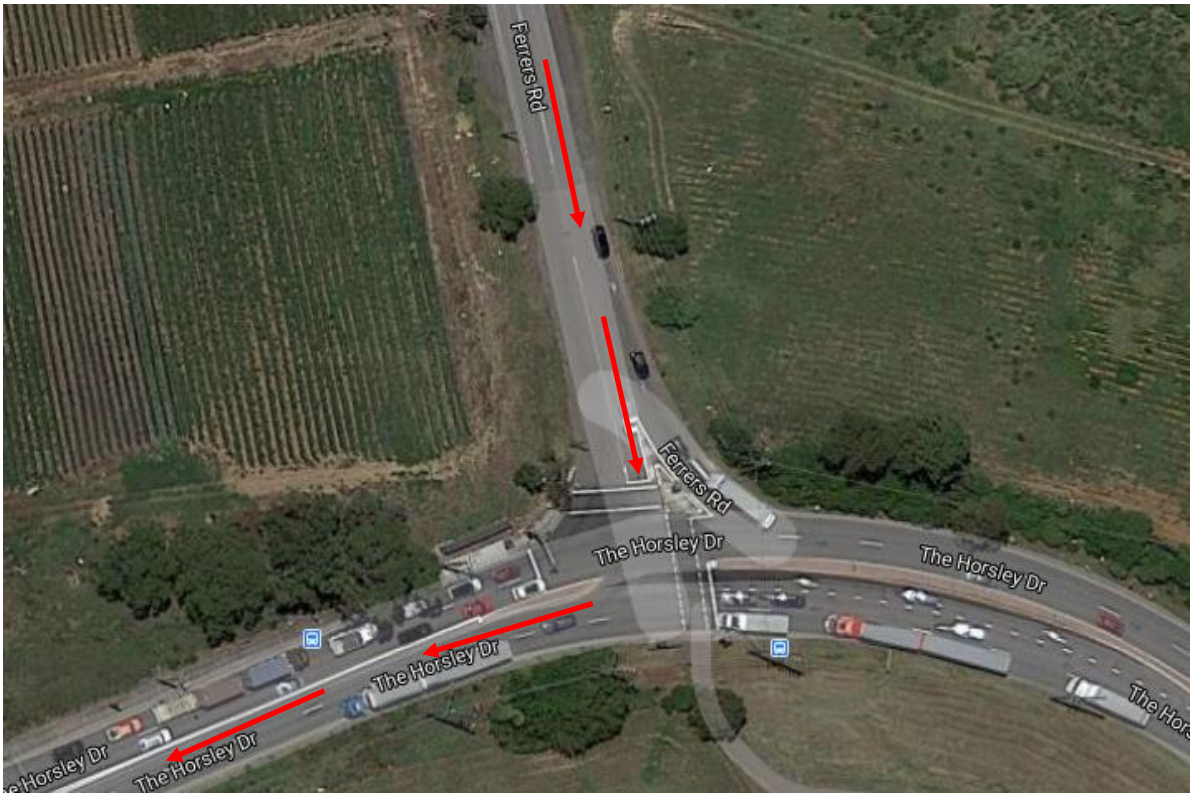


Figure 10 Vehicle movement plan at The Horsley Drive from Ferrers Road

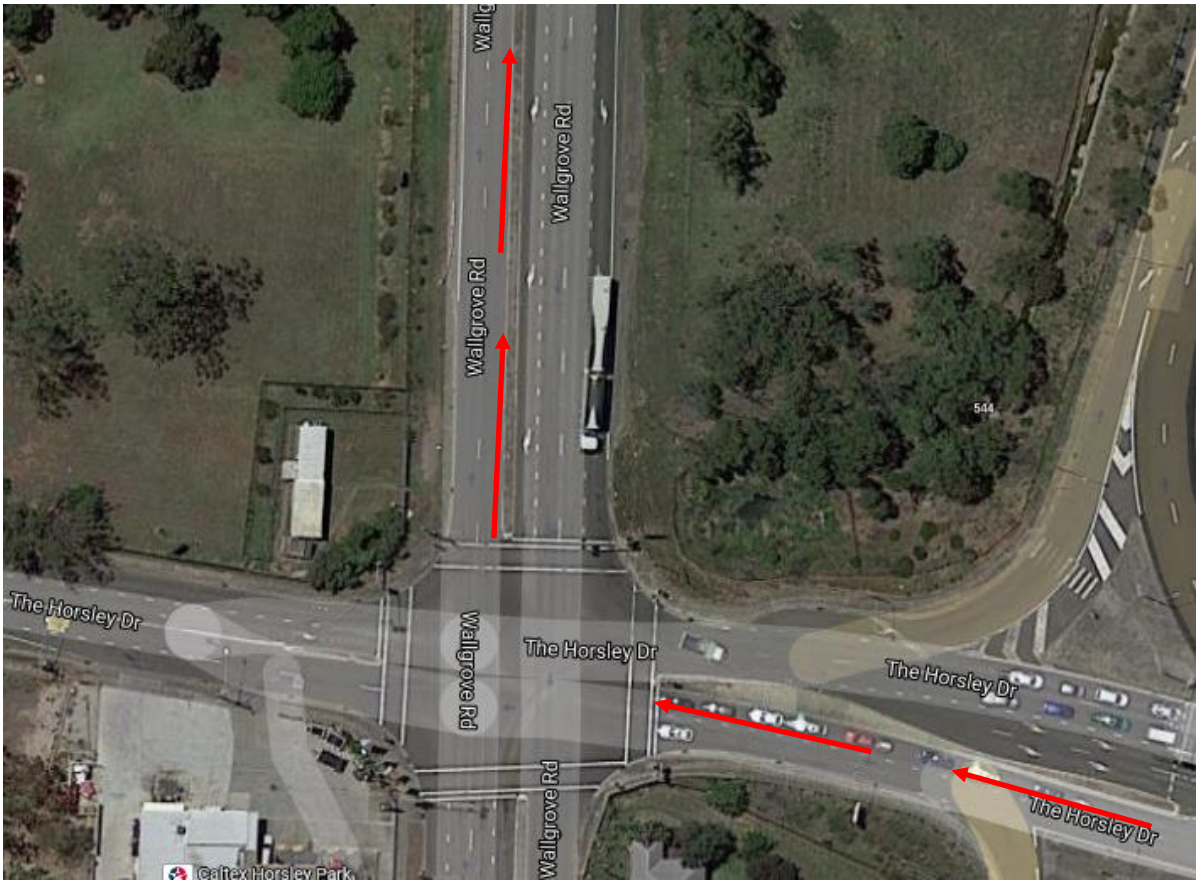


Figure 11 Vehicle movement plan at Wallgrove Road from The Horsley Drive



Figure 12 Vehicle movement plan at M4 on ramp from Wallgrove Road



Figure 13 Vehicle movement plan at Erskine Park Road exit ramp from the M4 Western Motorway



Figure 14 Vehicle movement plan at Lenore Drive from Erskine Park Road

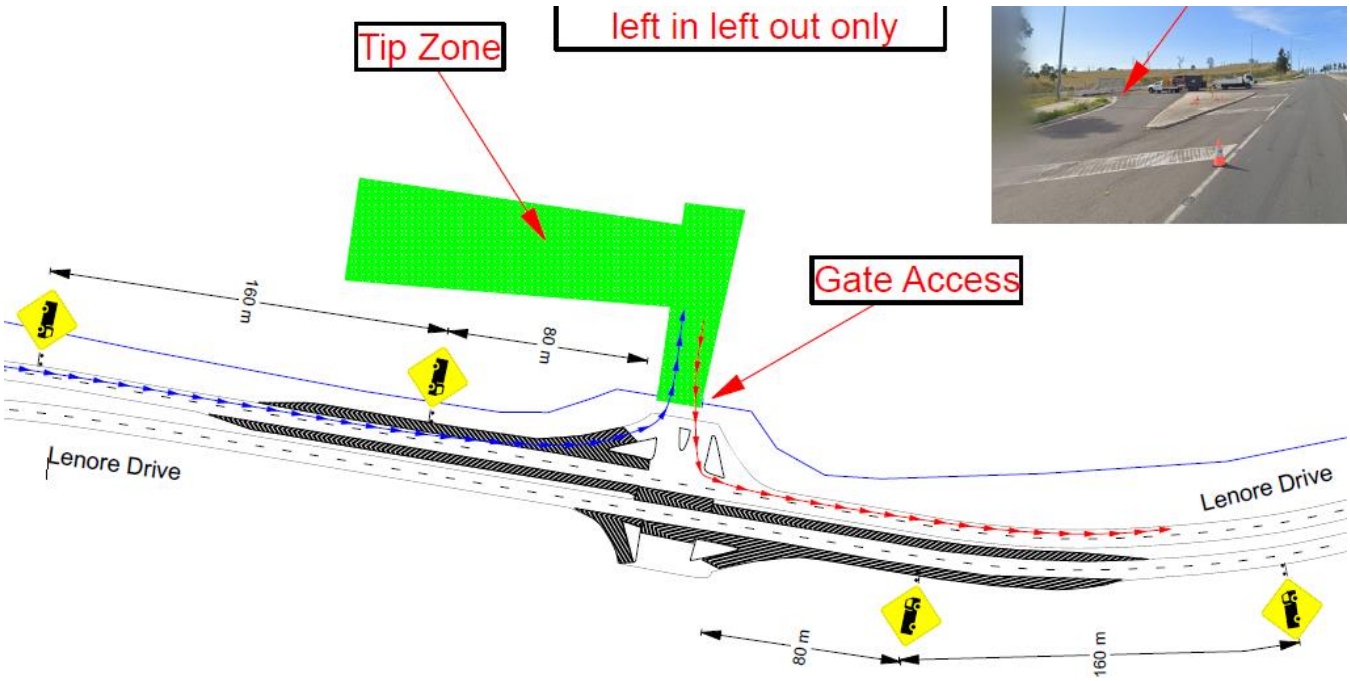


Figure 15 Vehicle movement plan from Lenore Drive left turn into site via the slip lane. Extract from TLTCGS-137922

12.3 SWEPT PATH ANALYSIS – CHANDOS ROAD ROUNDABOUT

A swept path analysis into truck turning manoeuvres at Chandos Road / Ferrers Road roundabout has been carried out and is shown in Figure 16 below.

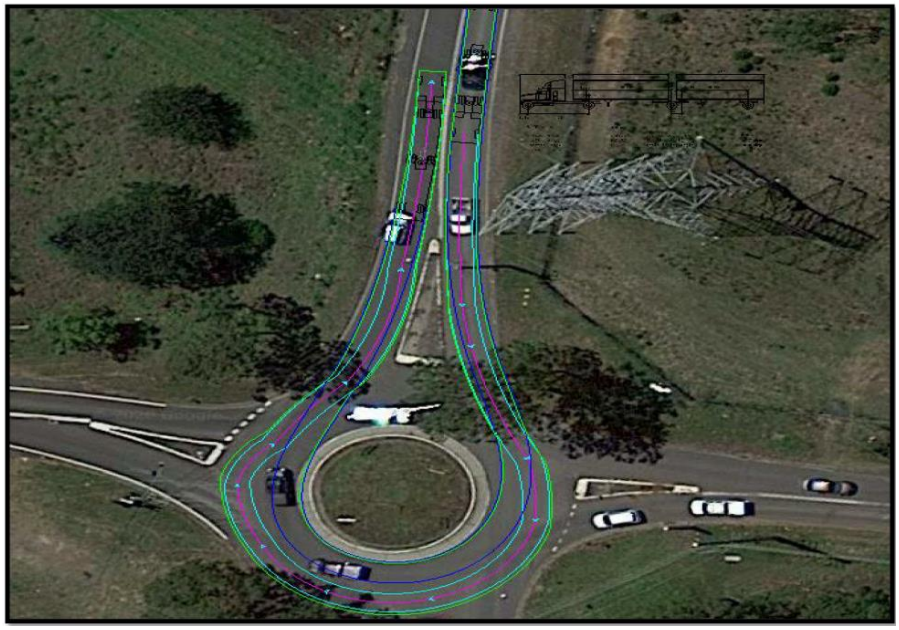


Figure 16 Truck Swept path analysis

A 19-metre truck and dog was considered in the swept path analysis. The results show no issues in successfully undertaking a U-turn at the roundabout and as such continuing straight through the roundabout to remain on Ferrers Road is not considered to present an issue.

12.4 IMPORT OF MATERIALS TO THE PROJECT

The temporary access road, utilities works, and landscaping works on the project will require the importation of quarry materials and concrete to the project. The below table estimates the expected quantity of materials -

Table 4 - Summary of Material import quantities

Material type	Quantity	Expected Vehicle movements	Construction Activity
Quarry material	Approx. 2,000 m3	160	Utilities, stormwater, landscaping
Ready Mixed Concrete	Approx. 700 m3	120	Temporary concrete access road for North Precast Facility

All suppliers and subcontractors undertaking delivery of quarry, ready-mixed concrete and any other items will be provided with a copy of the site safety rules prior to attending site, which will contain critical information such as –

- Construction enforced speed limits
- UHF channels for communication
- Site contact
- Site Access Gate location and number
- Vehicle Movement Plan
- Road Occupancy License and/or Traffic Control Plan if applicable (i.e. delivery of items during temporary lane closures).

All delivery drivers will undertake a delivery driver induction prior to commencing any deliveries/unloading on site.

12.5 GENERAL CONSTRUCTION VEHICLES

The following table outlines the number of additional general construction vehicles required to complete the construction works associated with the earthworks for the south and north Precast Facility.

Table 5 - Schedule of General Construction Vehicle movements

Vehicle Type	Description	Quantity per day	Time of movement
UTE	Site Staff	6	Before 7am & After 5pm
General access heavy vehicle	Semi Trailer – Machine floats	2-5	Between 7am-5pm
General access light vehicles	Suppliers, subcontractors, client representatives, stakeholders	8-10	Between 7am-5pm

12.6 CYCLISTS AND PEDESTRIANS

The footpath on the northern side of Lenore Drive is a shared pedestrian and cyclist path. The following measures will be put in place to ensure all construction personnel are aware of the risks of encountering pedestrians and cyclists on the footpath accessing site -

- Maintain existing footpath widths as much as possible as cyclists and pedestrians will be sharing the footpath as a travel route.
- Ensure traffic control signage where mounted on posts have a minimum of 2.1 m clearance from the underside of the signs
- Install pedestrian and cyclist warning signage to increase awareness of pedestrians and cyclists in areas with frequent construction vehicle interface with the vulnerable road users (i.e. site entrance)
- Install truck turning ahead symbols to notify pedestrians, cyclists and road users of construction traffic interface zones.
- Ensure pedestrian and cyclist travel routes are not surrounded by loose material generated from construction activity.

No members of the public/pedestrians are permitted within the project construction boundary during hours of work. As such, no interface between pedestrians and construction activities are expected on the project.

13 LOCAL ROADS

13.1 CONDITIONAL ASSESSMENT OF LOCAL ROADS

A Pre-Construction Assessment of Lenore Drive will be undertaken by Abergeldie prior to commencement of works. The assessment will be provided to Sydney Metro for distribution to the relevant stakeholders such as Blacktown City Council.

As per the MCoA, a copy of the Road Dilapidation Report is required to be issued to the local Council within three weeks of completion of the survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the main works.

13.2 ONGOING MONITORING OF LOCAL ROADS

The condition of local roads will to be monitored throughout the works to ensure it hasn't been adversely affected by the works. Any observations will be noted on the Daily Supervisors Diary. Where damage to local roads occur as a direct result of the main construction works, Abergeldie will rectify damages in consultation with Sydney Metro, RMS and the local Council.

Monitoring and inspections along the proposed Lenore Drive haulage route will be undertaken regularly throughout each shift to ensure it is free of any loose material generated by the haulage activity. Appropriate environmental controls (as per the CEMP and associated Erosion Control Maps) will be in place within earthworks work-zones (i.e cattle grids) to ensure haulage trucks aren't trucking mud/loose material on to Lenore Drive. Cleaning via a roadsweeper will be undertaken regularly during each shift as required to ensure local roads are in good condition. The street sweeper is not to operate below 40km/h without an appropriate cover vehicle.

13.3 PARKING

All Construction workers, project staff and visitors are to park in designated parking areas in the site compound (refer to Figure 17 below). Any other approved parking areas within the project footprint shall be as per Vehicle Movement Plans for each work-zone.

No construction vehicle parking is permitted along the road reserve along Lenore Drive or any other public road unless approved by Blacktown City Council.

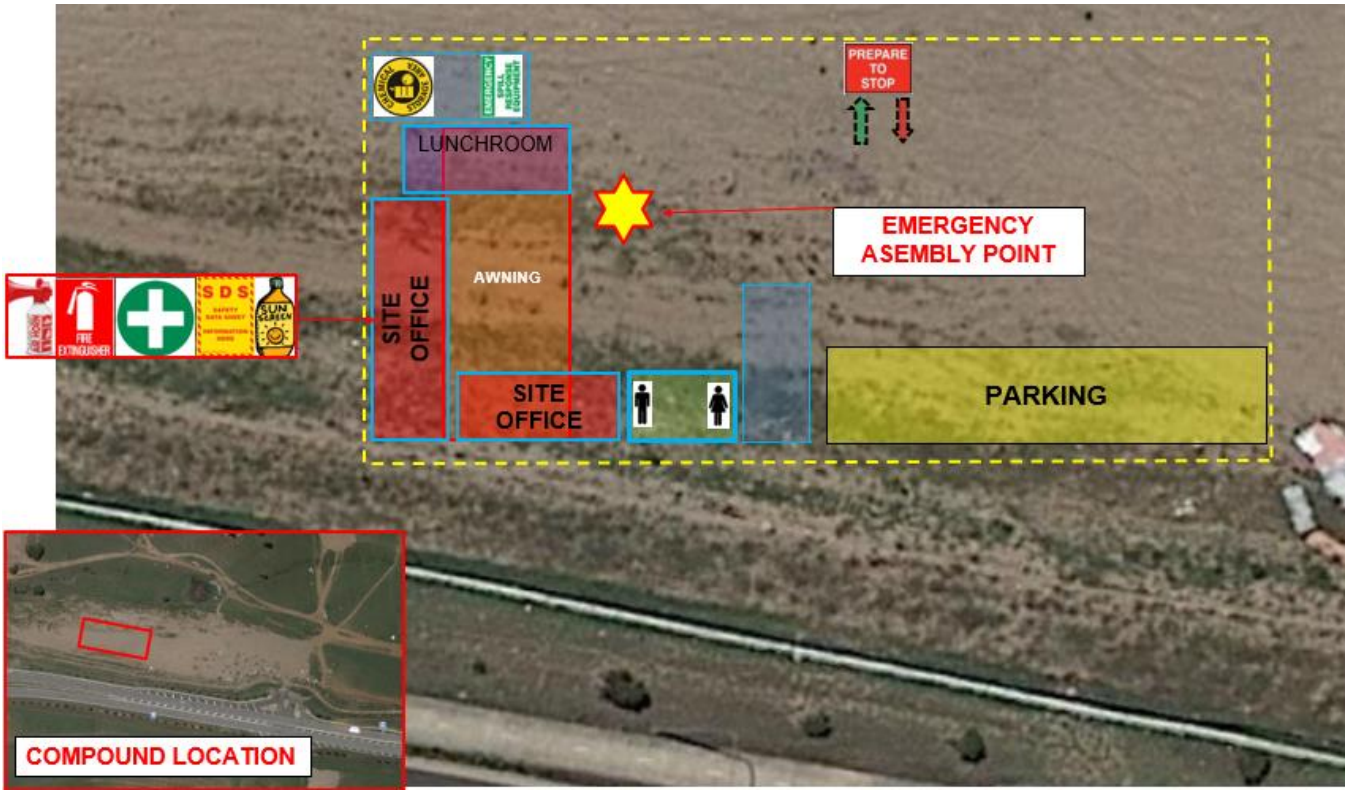


Figure 17 Overview of designated Parking areas adjacent to the Site Compound

14 IMPACTS TO ADJACENT STAKEHOLDERS

14.1 BUS ROUTES

Bus route 835 operates on Lenore Drive traversing between Penrith (UWS) and Prairiewood. The nearest bus stop to the project site is located on Lenore Drive, approx. 80m to the east of the site entrance (heading eastbound) whilst there is also a bus stop on Lenore Drive, approx. 120m to the west of the site entrance (heading westbound) (refer figure 18 below).

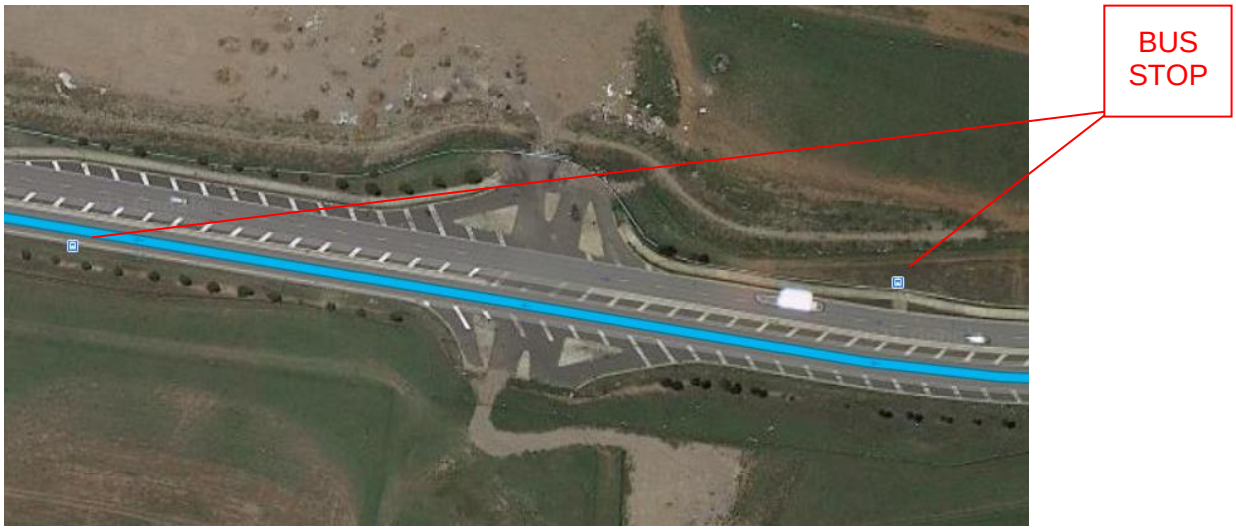


Figure 198 Bus stops on Lenore Drive near the project site

Busses travel in both directions at approx. 30 minute intervals during the following times;

Table 6 - Bus route 835 hours of operation

Route	Morning	Afternoon
Prairiewood to Penrith	05:15 – 09:21	14:21 – 17:54
Penrith to Prairiewood	06:10 – 10:00	14:55 – 19:02

14.2 LOCAL BUSINESSES

No schools, aged care, childcare facilities or local businesses have been identified with the project footprint or proposed haulage routes.

The following adjacent properties are located off Ferrers Road within the proposed haulage route (refer Figure 19 below) -

- Entrance to Water NSW pipelines corridor (both on Northbound and Southbound side of Ferrers Road).
- Austral Bricks facility entrance

Blocking entrances to the identified properties at any point of time is strictly prohibited and isn't required to complete the planned works.

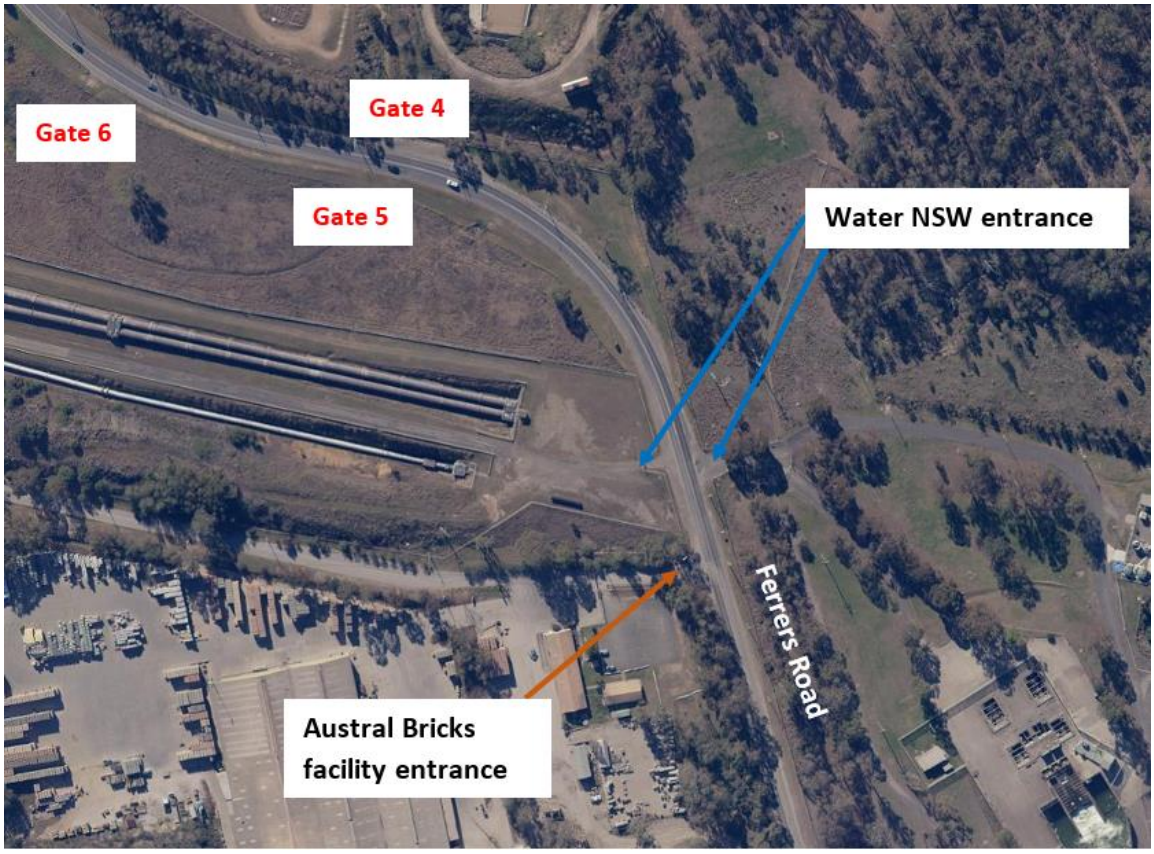


Figure 20 Overview of property entrances within the haulage routes Ferrers Road

The following adjacent properties are located off Lenore Drive within the proposed haulage route (refer Figure 20 below) -

- Erskine Park business park is located approx. 1.3km to the west of the project site.

- Numerous commercial properties located approx. 1.3km to the east of the project site.

It should be noted that none of the driveways for these properties are located on Lenore Drive with access to all of these properties gained via adjoining roads.



Figure 960 Overview of property entrances within the haulage routes Lenore Drive

15 IMPACTS TO TRAFFIC

This section provides a summary of activities and their impacts to traffic for Ferrers Road and Lenore Drive.

Table 7 - Summary of Traffic Impacts

Activity	Impact	Reference
Import of materials to site	Additional construction traffic on road network and interface with road users when entering/exit sites	Section 12.6
General Construction Vehicles	Additional construction traffic on road network and interface with road users when entering/exit sites	Section 12.7
Cyclists and Pedestrians	Interface with cyclist and pedestrians at site access points off Ferrers Road and Lenore Drive	Section 12.8

16 ROAD SAFETY AUDITS

Sydney Metro (Customer Journey Planning) have advised that a Road Safety Audit is not required to be conducted for the left turn in TCP contained as part of this CTMP.

17 TIME MANAGEMENT

Abergeldie aims to meet its time related obligations. Among them are:

- Submitting revised TMP 3-4 weeks prior to the proposed commencement date for construction which affects traffic conditions;
- Submitting A Pre-Construction Assessment of Lenore Drive and Road Dilapidation Reports to Council and RMS at least 2 weeks prior to the proposed use of heavy vehicles on Lenore Dr;
- Submitting TCPs and VMPs at least 5 working days prior to its proposed use;
- Notifying a day prior to opening temporary roadways and detours to traffic;
- Notifying emergency services and relevant sections of the community and transport industry of work which results in significant traffic disruption - at least 10 days notification is required.

18 WORK SITES

18.1 TRAFFIC MANAGEMENT RISK WORKSHOP

The Project Manager will convene a Traffic Management Risk Assessment Workshop (otherwise known as Workplace Risk Assessment) in accordance with specification G10. The TMP will be updated to include how the risks identified by the workshop will be addressed.

The traffic management related risk items assessed during the workshop shall include but not be limited to:

1. Training and knowledge requirements;
2. Planning for traffic switches;
3. Traffic Control Plans;
4. Safety barrier systems, including end terminals
5. Delineation, signage and guidance to motorists;
6. Working adjacent to live carriageway
7. Unexpected dilapidation impacts during construction
8. Incidents and emergencies
9. Night works
10. Environmental elements
11. Temporary roads including acceleration and deacceleration lanes
12. Public and school holiday impacts
13. Pedestrians and Cyclists

19 TRAFFIC CONTROL DEVICES

All the traffic control devices are required to be in accordance with:

- Principal General Specification G10;
- TfNSW Traffic Control at Worksites Manual;

- AS1742.3 – 2009 Manual Uniform Traffic Control Devices Part 3: Traffic Control for Works on Roads; and
- Traffic Management Plan

20 SIGNAGE

All traffic control Signage is required to be in accordance with:

- Principal General Specification G10;
- TfNSW Traffic Control at Worksites Manual;
- AS1742.3 – 2009 Manual Uniform Traffic Control Devices Part 3: Traffic Control for Works on Roads; and
- Traffic Management Plan

21 TRAINING

As per the CEMP, the relevant requirements of the CTMP will be communicated to employees, contractors and utility staff working on the project through the site induction training.

The induction will address:

- This TMP
- The existence of traffic restrictions and what this means for the project.
- Delivery hours and locations.
- Reporting and recording environmental incidents related to traffic.
- Traffic control measures and the development and implementation of Traffic Control Plans.
- Records will be kept of all personnel undertaking the site induction and training, including the contents of the training, date and name of trainer/s.
- Key staff will undertake more comprehensive training relevant to their position and/or responsibility.

22 INSPECTIONS, MONITORING, REPORTING & AUDITING

Inspections, monitoring, reporting and auditing will be undertaken in accordance with the procedures outlined in section 22 of the Main Works CTMP (REV D) to which this document is appended.

23 EMERGENCY AND RESPONSE TO INCIDENTS

Abergeldie will provide traffic control by qualified traffic controllers for emergencies such as crashes and spillages along the work corridor. Where the New South Wales Police Force, Emergency Services, TfNSW and TMC are controlling an incident, the Project team shall comply with their requirements and instructions.

The inevitable nature of emergencies and their potentially significant social, economic and environmental consequences is acknowledged, and relevant state acts and legislation have been enacted to controlling these situations. The relevant acts identify agencies primarily responsible for controlling particular hazards/emergencies. Such agencies are detailed in the Table below.

Table 6 – Emergency Agencies

Event	Agency
Law Enforcement / Emergencies	Police
Fire	Fire Brigades / (e.g.) Rural Fire Service
Hazardous Materials:	Fire Brigades
Flood	State Emergency Service
Storm and Tempest	State Emergency Service
Traffic	Transport Management Centre (TMC)

23.1 AFTER HOURS TRAFFIC INCIDENTS

Where an after-hours emergency occurs in the form of a traffic incident, maintenance requirement for a traffic control device or temporary roadways, the following personnel from the Abergeldie project team will be responsible for attending site –

Site Superintendent): Zac Simpson – 0438 200 219

The Emergency Response and Incident Management Plan is to be adhered in the response to any traffic incidents (refer to ***Appendix F)***.

24 REVIEW OF TMP

The Abergeldie Project team will undertake 3 monthly reviews of the TMP to ensure it is reflective of the updated traffic management requirements of the project.

The submission of Traffic Control plans, Traffic Staging plans, Vehicle movement plans, ROLs and other associated documents required by the G10 will be submitted or Principal review prior to any works which will alter the previously approved traffic management arrangements.

The continual improvement process will:

- At least monthly (or as incidents / non-conformances occur):
  - Determine the root cause or causes of non-conformances and deficiencies.
  - Develop and implement a plan of corrective and preventative action to address non-conformances and deficiencies.
  - Verify the effectiveness of the corrective and preventative actions.

Outcomes of these reviews shall be documented and retained for the duration of the project.

Any updates of the CTMP as part of its review will be firstly approved by ER prior to implementation of the amended document.

25 APPENDIX A – CTMP CONDITIONS OF APPROVAL

ID	Entity	Condition
1	Blacktown City Council	It is the project managers responsibility to implement the traffic control measures as identified in the TMP.
2	Sydney Metro	All works will be carried out in accordance with the Review of Environmental Factors, Addendum Report and Determination Report and the Project Conditions of Approval.
3	Sydney Metro	All works will be carried out in accordance with the approved Construction Environmental Management Plan and any relevant sub plans.
4	Sydney Metro	All works will be carried out in accordance with any additional management measures identified in the Environmental Review, unless otherwise noted by this endorsement (i.e. SM-21-00072499).

Note: ID numbers 2, 3 & 4 are conditions to the Sydney Metro Consistency Assessment SM-21-00072499 dated 27/04/2021 and will be addressed in the CEMP for the Precast Facility project.

Record of Consultation

A.1 – Sydney Metro

A.2 – Customer Journey Planning

A.3 – Planning & Programs

A.4 – Blacktown City Council

A.5 – Western Sydney Parklands Trust

26 APPENDIX B – TRAFFIC CONTROL PLANS

Item	TCP	Description	Proposed dates
B.1	TLTCGS-137922 REV A	Lenore Dr Erskine Park Site Access TCP	12/04/2021-8/05/2021
B.2	TLTCP-AS-114615 REV C	Main Works - Stage 1 VMP	12/04/2021-26/06/2021
B.3	TLTCP-AS-114657 REV C	Main Works - Stage 2 VMP	12/04/2021-26/06/2021
B.4	TLTCP-AS-114840 REV C	Main Works - Stage 3 VMP	12/04/2021-26/06/2021

27 APPENDIX C – TRAFFIC CONTROL CHECKLISTS

SWP033-F01 Traffic Control Inspection Checklist

28 APPENDIX D – EMERGENCY RESPONSE AND INCIDENT MANAGEMENT PLAN

29 APPENDIX E – DILAPIDATION REPORT

- Refer to Appendix I of Sydney International Speedway Main Works CTMP (REV D) for Ferrers Road Dilapidation Report
- E2 – Lenore Drive Dilapidation Report scheduled to be undertaken WC5/04/2021 for completion by 9/04/2021.

30 APPENDIX F – RMS CATEGORY G REGISTRATION

- ***F.1 Traffic Logistics*** RMS "Category G" Registration for Traffic Control
- ***F.2 Abergeldie Contractors*** RMS "Category G" Registration for Traffic Control