



# Southwest Metro – Hurlstone Park, Belmore and Wiley Park Station Upgrades Utilities Management Strategy

Sydney Metro Integrated Management System (IMS)

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## Document Control

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00	27/11/20	For internal and ER review
01	23/12/20	Revisions in response to ER comments
02	02/02/21	Revised in response to DPIE comment

## Terms and Definitions

Terms	Definitions
<b>AARD</b>	Archaeological Assessment and Research Design Report
<b>AS</b>	Australian Standard
<b>AC</b>	Asbestos cement
<b>CICL</b>	Cast iron cement lined
<b>CEMP</b>	Construction Environmental Management Plan
<b>CNVIS</b>	Construction Noise and Vibration Impact Statement
<b>CNVS</b>	Construction Noise and Vibration Strategy
<b>CoA</b>	Conditions of Approval (SSI-8256)
<b>CSSI</b>	Critical Station Significant Infrastructure
<b>DN</b>	Nominal diameter (pipe size)
<b>DPIE</b>	Department of Planning, Industry and Environment
<b>ECM</b>	Environmental Control Map
<b>EIS</b>	Environmental Impact Statement
<b>EP&amp;A Act</b>	Environment Planning and Assessment Act 1979 (NSW)
<b>EPA</b>	NSW Environment Protection Authority
<b>EPL</b>	Environment Protection Licence under the POEO Act
<b>ER</b>	Environmental Representative
<b>GI</b>	Galvanised Iron
<b>HMP</b>	Heritage Management Plan
<b>IMS</b>	Sydney Metro Integrated Management System
<b>ISO</b>	International Standardization Organisation
<b>NSW</b>	New South Wales
<b>NVMP</b>	Noise and Vibration Management Plan
<b>OEH</b>	NSW Office of Environment and Heritage
<b>OOHW</b>	Out-of-Hour Works
<b>P50</b>	50mm conduit made of PVC (polyvinyl chloride)
<b>PE</b>	Polyethylene
<b>POEO Act</b>	Protection of Environment Operations Act 1997 (NSW)
<b>PPE</b>	Personal Protective Equipment
<b>Proponent</b>	The person or organisation identified as the proponent in Schedule 1 of the planning approval. In this case Transport for NSW
<b>Secretary</b>	The Secretary of the Department of Planning, Industry and Environment
<b>SM</b>	Sydney Metro
<b>SPIR</b>	Submissions and Preferred Infrastructure Report
<b>SWMP</b>	Soil and Water Management Plan



Terms	Definitions
<b>SWMS</b>	Safe Works Method Statement
<b>TfNSW</b>	Transport for New South Wales.
<b>UCM</b>	Utility Coordination Manager
<b>UMF</b>	Utilities Management Framework
<b>UMS</b>	Utilities Management Strategy

# 1. Introduction

Sydney Metro is Australia’s biggest public transport project. The network will deliver 31 metro stations and more than 65km of new metro rail. The Sydney Metro Network will provide opportunities to lead the transformation of Sydney’s urban environment and support transit orientated development connecting Sydney’s Central Business District to vibrant and attractive places across the Greater Sydney Region. The Sydney Metro Network will link Sydney’s three Metropolitan centres and introduce the necessary step change in rail infrastructure to ensure, the NSW Government’s aim of 30-minute cities as defined in Future Transport Strategy 2056.

The Sydney Metro Network has currently two core corridors, the, Northwest Corridor and City and Southwest Corridor, with a further six corridors proposed as shown in Figure 1.

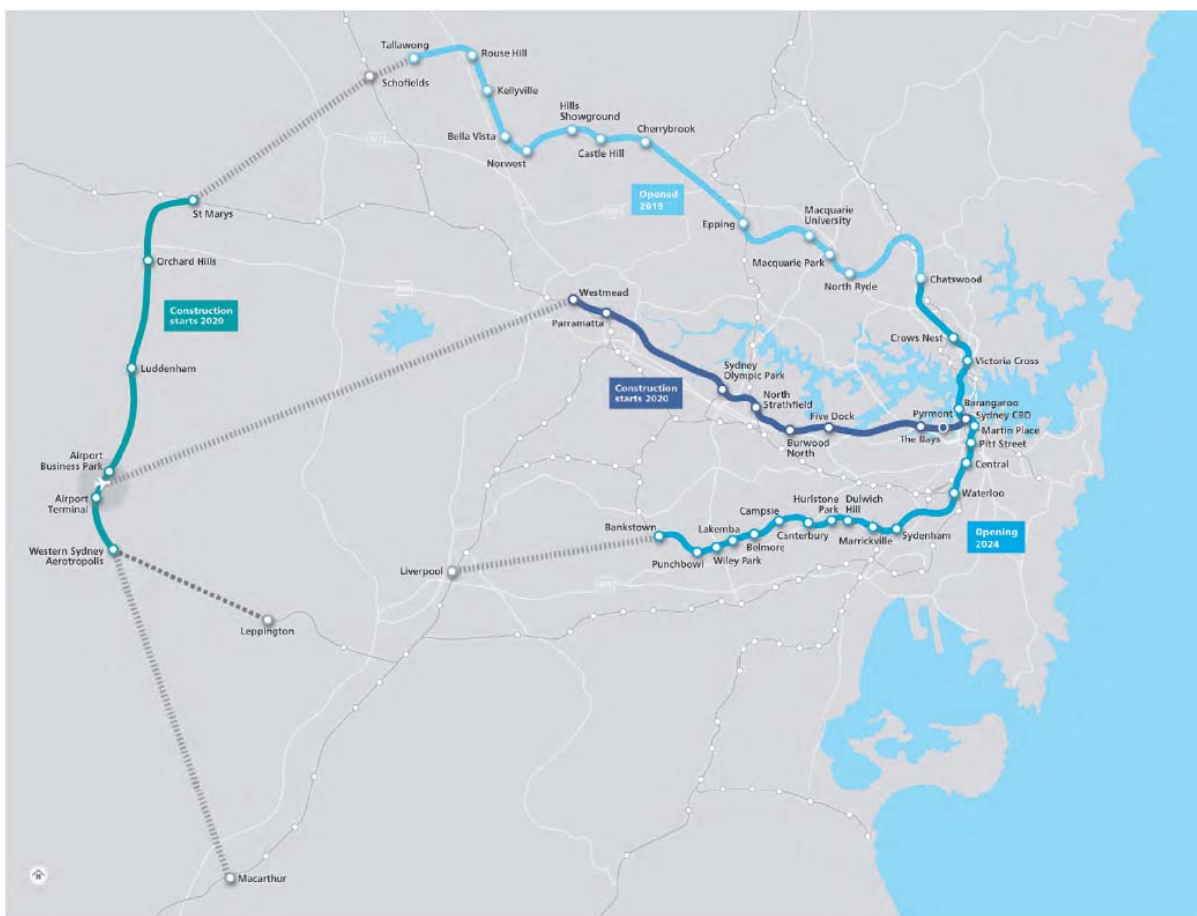


Figure 1 Sydney Metro route map

The Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of the Metro North West Line at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest comprises two core components – the Chatswood to Sydenham project, and the Sydenham to Bankstown upgrade. This document refers to the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project).

The SWM Project was declared to be State Significant Infrastructure (SSI) and Critical State Significant Infrastructure (CSSI) by a Ministerial order on 10 December 2015 under Section 5.12 (4) and 5.13 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) (previously referred to as sections 115U(4) and 115V prior to amendment of the EP&A Act). The project application number is SSI-8256. An Environmental Impact Statement (EIS) (GHD/AECOM September 2017) was prepared and placed on public exhibition from 13 September 2017 to 8 November 2017. A Submissions and Preferred Infrastructure Report (SPIR) (GHD/AECOM June 2018) was prepared in response to the submissions received during the EIS exhibition period. The SPIR was placed on public exhibition from 20 June 2018 to 18 July 2018. A Submissions Report was then prepared by Sydney Metro (September 2018) in response to submissions received during the SPIR exhibition period. The project was approved by the Minister for Planning on 12 December 2018.

A modification report for the SWM Project was prepared by Sydney Metro (May 2020) and placed on public exhibition from 21 May 2020 to 4 June 2020. A Submissions Report was prepared by Sydney Metro (September 2020) in response to the submissions received during the modification report exhibition period. The SWM Project Modification was determined by the Minister for Planning on 22 October 2020.

## 1.1. Scope of works

This document refers to the Southwest Metro – Hurlstone Park, Belmore and Wiley Park Station Upgrades (the Project). Below is a description of the construction scope for the Project:

### Hurlstone Park Station

- Refurbishment and re-use of existing overhead booking office with new cladding and new canopy roof;
- Installation of bike parking hoops;
- Provision of new kiss and ride and taxi parking on Floss Street;
- New accessible carpark space at Duntroon Street;
- Construction of new service building
- Landscaped embankment treatment with new planting;
- Regrade platforms as per Metro requirements, including drainage and provision for platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2
- Refurbishment and re-use existing platform buildings;
- Extension of existing concourse and provision of new lifts and stairs, including canopies;
- Repair and repainting of existing fencing on corner of Duntroon Street and Crinan Street;



- Installation of new paving and provision of an extended kerb ramp on Duntroon Street;
- Installation of new vertical protection (anti-throw) screens to both sides of Duntroon Street overbridge; and
- Installation of new security and segregation fencing; and
- Construction of a new Combined Services Route.

### **Belmore Station**

- Raise platform edges, regrade platform as required, provide platform drainage and emergency egress ramps from platforms to rail corridors as required;
- Provision for platform edge screens, platform screen doors and mechanical gap fillers
- Construction of new services building with associated landscaping;
- Replace existing seats and bins;
- Refurbish and reuse platform building;
- Provide associated passenger information displays;
- New vertical protection (anti-throw) screens to Burwood road bridge;
- New landscape works to the north and south of the station entrance, including landscaping, paving and relocation of existing bike parking and new bike parking;
- New shelter and seat to kiss and ride. New kiss and ride and taxi parking on Tobruk Avenue;
- New line marking to accessible parking within the station carpark off Tobruk Avenue;
- Installation of new security fencing;
- Construction of new Combined Services Route.

### **Wiley Park Station**

- Provision of new accessible parking, kiss and ride and taxi spaces on The Boulevarde;
- Refurbishment and reuse of heritage overhead booking office;
- The existing station platforms would be removed, excavated and replaced within a like-for like concrete slab platform;
- Installation of new lifts and retaining walls;
- Refurbishment and reuse of heritage platform buildings;
- Construction of new services building including retaining wall construction;
- Construction of new concrete swale;
- Construction of new platform building and canopy;
- Installation of new public plaza, including paving, planters and bicycle parking;

- 
- Installation of lighting to shared path between King Georges Road and Urunga Parade;
  - Installation of errant vehicle bollards at King Georges Road and The Boulevard intersection;
  - Reinstatement of original station kiosk;
  - New vertical protection screens to existing King Georges Road bridge;
  - Installation of new security fencing; and
  - Construction of new Combined Services Route.



Figure 2 Sydney Metro Hurlstone Park Station upgrades



Figure 3 Sydney Metro Belmore Station upgrades





Figure 4 Sydney Metro Wiley Park Station upgrades

## 1.2. Purpose of this Utilities Management Strategy

This Utilities Management Strategy (UMS) outlines how Sydney Metro’s Principal Contractor will manage utility work, and environmental risks associated with utility work, during the Construction of the Project, in accordance with the relevant Conditions of Approval.

## 1.3. Project Planning Approval and Conditions

In relation to the *Sydney Metro City & Southwest - Sydenham to Bankstown - Instrument of Approval* (SSI-8256), the following conditions relate the UMS and the requirements thereof;

Table 1: Relevant Conditions of Approval

No.	Requirement	Section Reference
Conditions of Approval		
E26	<p>Work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. The Proponent must:</p> <p>(a) reschedule any works to provide respite to impacted noise sensitive receivers so that the respite is achieved in accordance with Condition E23; or</p> <p>(b) consider the provision of alternative respite or mitigation to impacted noise sensitive receivers; and</p> <p>(c) provide documentary evidence to the ER in support of any decision made by the Proponent in relation to respite or mitigation.</p>	Section 2.7
E69	<p>The Proponent must co-ordinate utility providers and relevant council(s) to identify opportunities for maintenance, replacement or augmentation of utilities that cross the rail corridor and facilitate and co-ordinate requests by the utility providers and relevant council(s) to undertake the Work during rail shutdowns, with particular reference to the final three (3) to six (6) month shutdown before metro services commence.</p>	<p>Section 1.6</p> <p>Section 2</p>
E70	<p>Nothing in this approval allows for the undertaking of any third-party utility Work identified through the implementation of Condition E69 and not required for the purposes of the CSSI.</p> <p>Note: Third-party utility Work, including but not limited to drainage, water or energy supply etc. identified not required for the project is not the responsibility of the Proponent and is subject to separate approvals process.</p>	<p>Section 1.6</p> <p>Section 2</p>
E71	<p>A Utilities Management Strategy must be prepared and implemented in line with the Utilities Management Framework, provided as Appendix H of the SPIR for all utility Work. The Strategy must identify how utility Work will be defined and managed.</p> <p>The Utilities Management Strategy must include;</p>	This Strategy
(a)	<p>the functions of the Utility Coordination Manager as required by Condition E72;</p>	Section 1.4
(b)	<p>a description of all utility Work to be undertaken; and</p>	Section 1.5

No.	Requirement	Section Reference
(c)	management measures to be implemented to manage dust, noise, traffic, access and lighting impacts associated with utility Work.	Section 4 Appendix A
<b>E72</b>	A Utility Coordination Manager must be appointed for the duration of the CSSI Work. The role of the Utility Coordination Manager must include, but not be limited to:	Section 1.4
(a)	the management and coordination of all utility Work associated with the delivery of the CSSI, to ensure respite is provided to the community, as required under Condition E22	Section 1.4
(b)	investigating complaints received from the Community Complaints Mediator relating to utility Work and providing a response to the Community Complaints Mediator	Section 1.4
Revised Environmental Mitigation Measures		
<b>SC6</b>	Hazardous materials surveys would be undertaken during detailed design for all proposed demolition activities, and for utility adjustments as required.	Section 4

## 1.4. Sydney Metro Utility Coordination Manager

The Sydney Metro Utilities Project Manager and the Utilities and Stakeholder Manager have been jointly appointed as the Sydney Metro Utility Coordination Manager (UCM) to coordinate delivery of the Sydenham to Bankstown CSSI project utility works.

Utility works include any construction or physical modification of utility infrastructure (e.g., connections / disconnections) to ensure continual operation of utility assets/services during the delivery of the Sydenham to Bankstown CSSI project. Utility works does not include investigative works (such as surveying or pot-holing of utility assets) to gather information to inform design and construction methodologies. Utility works for the Sydenham to Bankstown CSSI project may involve the following utility assets:

- Gas (Jemena, Qenos);
- Power (Ausgrid, Transgrid);
- Telecommunications (Telstra, NBN Co, TPG, Vocus, Optus);
- Water and sewer (Sydney Water); and
- Stormwater (Sydney Water, Canterbury-Bankstown Council, Inner West Council).

Several Contractors may be undertaking utility works on the Project at the same time.

The functions of the UCM include, but are not limited to:

- Establishing a Utilities Project Team with nominated representatives from utility service providers that may be impacted by the CSSI;

- Coordination of meetings with utility service providers as requested by Sydney Metro's Contractors;
- Involvement with reviews of CSSI designs and construction methodologies to assist with identifying potentially impacted utility assets;
- Assist with coordination of design and construction methodology reviews by utility service providers to identify necessary utility works;
- Communicate with the Utilities Project Team, Sydney Metro, and Sydney Metro's Contractors' delivery teams to understand the proposed program of works to coordinate intercepting, interconnecting and interrelated works and manage priorities as they may arise;
- Observation of utility works;
- Manage escalation of utility work-related issues within Sydney Metro and the utility service providers as required; and
- In conjunction with the Contractors, co-ordinate utility providers and relevant council(s) to identify opportunities for maintenance, replacement or augmentation of utilities that cross the rail corridor and facilitate and co-ordinate requests by the utility providers and relevant council(s) to undertake the Work during rail shutdowns

Respite for impacted receivers will be considered throughout the coordination and management of the utility works in accordance with the Sydney Metro City & Southwest Construction Noise & Vibration Strategy (CNVS). Respite may be offered in the form of a reduction or absence of noise emissions for a period of time, or by removing the affected receiver from the noise emission point source (e.g. dinner/movie tickets and/or alternative accommodation offers). Consideration of respite will take into account many factors, including but not limited to the predicted noise level, duration, time of day, surrounding land uses and community feedback from Sydney Metro Place Managers of the proposed works. The UCM will endeavour to coordinate works to avoid the same receiver being affected over consecutive nights by more than one Contractor as much as possible. The UCM, where required, will facilitate information sharing between Contractors where concurrent utility works (or other works and utility works) may occur to ensure that these are appropriately assessed within noise predictions. The UCM will collaborate with Contractors to ensure utility work staging is appropriately captured within any Construction Noise and Vibration Impact Statement (CNVIS), to ensure that cumulative impacts from utility works are accounted for. Furthermore, the UCM will endeavour to stage the timing of works by different Contractors that affect the same receiver as much as possible in order to maximise the respite period between the works.

The UCM will collaborate with all Contractor Community and Stakeholder Managers and Place Managers to ensure that notifications for works are accurate and up to date. Where a community complaint is received the UCM will work with the Contractors' communications team to ensure the complaint is resolved in a timely manner and to put in place measures to mitigate the risk of future complaints, where possible.



In the case of ongoing complaints, the UCM will assist in investigating complaints received by the Community Complaints Mediator relating to utility works by responding to the Community Complaints Mediator on complaints related to utility works as requested.

## 1.5. Utility Work Scope

For the purpose of this UMS, Utility Work will include applying protection structures to utilities, relocating utilities or service connections for permanent Sydney Metro assets. These activities have been categorised within Section 2.3 as Type 3, Type 4 and Type 5 activities respectively. Construction within the vicinity of utilities (Type 1 and Type 2 activities) are not deemed as utility work.

Refer to Section 3 for further details on the below assets. Where additional Utility Work will occur, this UMS will be updated.

As such, the utility work scope part of the Project are;

### Ausgrid

- Temporary relocation of the customer pole and meter box on Burwood Rd bridge, Belmore

### Jemena

- Relocate medium pressure gas main in Duntroon St bridge, Hurlstone Park

### Sydney Water

- Relocate DN125 PE water main in Duntroon St bridge, Hurlstone Park
- New water and sewer service connections for the Sydney Metro station service building in Railway St, Hurlstone Park
- New water and sewer service connections for the Sydney Metro station service building in Redman Pde, Belmore
- New water and sewer service connections for the Sydney Metro station service building in Urunga Pde, Wiley Park

### Qenos

Sydney Metro has been notified that the Qenos ethylene pipeline located within the project area has been decommissioned and will no longer be used. As such, the pipeline no longer requires protection. Portions of the pipeline will be removed as part of the Project in agreement with Qenos. Pipeline removal is not considered to be utility work under the scope of this UMS.

The Project works may include the following activities;

- Service searching (non-destructive digging or hand excavation)

- Clearing and grubbing/tree removal;
- Removal of existing hard surfaces (i.e. concrete sawing and concrete breaking);
- Earthworks such as trenching, backfilling and compacting;
- Concreting works
- Restoration and landscaping works

These activities will be reviewed in relation to the environmental sensitivities specific to that location (i.e. sensitive noise receivers, potential archaeology, flora etc.). The appropriate mitigation measures will then be applied in accordance with Section 4 and Appendix A. All protection work, including the location, type and detailed methodology, will occur in consultation with the utility owner.

The Project works will also occur within the vicinity of known, and potentially unknown services. Although working in the vicinity of existing service would not meet the definition of Utility Works, it is important to identify these assets to inform design and to establish safe working distances for construction. Section 3 includes the known assets that Sydney Metro will work within the vicinity of during the construction of the Project.

Section 2 of this document includes measures for identifying services, including unknown services, and measures for eliminating or mitigating impacts to existing services.

Section 4 of the document includes a series of key management measures for mitigating environmental impacts. These are based on the requirements of Condition of Approval E71 (c), the Utilities Management Framework (UMF) and Sydney Metro's past experience. It is noted that not all environmental aspects within Section 4 relate to the Project's current utility work scope, these have been included for completeness and to account for any scope changes.

As outlined in the Project's Construction Environmental Management Plan (CEMP), Sydney Metro's Principal Contractor will be responsible for developing Environmental Control Maps (ECMs) showing the indicative location of utility works. Once prepared, this UMS will be revised to include these ECMs.

## 1.6. Identified Utility Service Providers

The third party utility service providers listed below are known to have assets located within the project area. The nominated contact details for each utility provider has been included in Table 2.

For clarity, operational services associated with Sydney Trains, ARTC and/or Sydney Metro are not included and all interfaces with these services will sit outside of this UMS.

**Table 2: Contact details for the utility service providers**

<b>Utility Provider</b>	<b>Utility General Contact Number</b>
<b>Ausgrid</b>	(02) 4951 0899
<b>Jemena</b>	1300 880 906
<b>Optus</b>	1800 505 777
<b>Qenos</b>	0438 168 750
<b>Canterbury-Bankstown Council</b>	(02) 9789 9300
<b>Sydney Water</b>	13 20 92
<b>Telstra</b>	1800 653 935
<b>Transport for NSW (formerly RMS)</b>	131 700

In accordance with CoA E69, service providers and Councils will be provided the opportunity to maintain, replace or augment utilities within the Project area. The UCM will facilitate these works through Coordination Meetings, as required.

In accordance with CoA E70 the Conditions of approval do not permit the undertaking of any third-party utility Work identified through the implementation of Condition E69 and not required for the purposes of the CSSI.

Note: Third-party utility Work, including but not limited to drainage, water or energy supply etc. identified not required for the project is not the responsibility of the Proponent and is subject to separate approvals process.

## 2. Utility co-ordination and protection

### 2.1. Identification and Location of Services

In order to accurately evaluate how the project works will interface or conflict with known existing utilities, Sydney Metro and their contractors will carry out the following functions as part of the design development process;

- Identify potential touch points through desktop reviews of Dial Before you Dig (DBYD) and Sydney Trains Detailed Site Survey (DSS) information.
- Confirm the physical location utilities using potholing, ground penetrating radar, or other suitable methods

Consultation will continue with asset owners on an ongoing basis to confirm and assess the locations of utilities. Updates to DBYD and DDS information will be reviewed and updated as required for the duration of the works.

### 2.2. Utility providers requirements

As the design progresses and the impact of project works on existing utilities becomes developed, utility asset owners (refer to Table 1 for asset owner contact) will be consulted on a regular basis. The aim of this consultation is to;

- Notify asset owner of the project works and interfaces,
- Confirm the technical or physical requirements for avoidance, protection or relocation; and
- Obtain approval from the asset owner for the design, protection or relocation.

Utility provider requirements will be confirmed during initial consultations. These requirements will be incorporated into the design philosophy throughout the design process and the asset owner will be afforded opportunity to comment at each stage of the design process.

### 2.3. Mitigation measures

Where it has been determined that Utility services will interface with the project works, treatment measures will be implemented to manage and mitigate the interface. The range of proposed treatment measures have been nominated within Table 3.

**Table 3: Treatment types**

Control type	Works
<b>Type 1</b>	No impact is expected.
<b>Type 2</b>	An administrative or engineering control methodology to manage the asset owner requirements, which may include asset owner supervision
<b>Type 3</b>	The construction of temporary or permanent works is required to protect the asset to the asset owner's requirements and approval.
<b>Type 4</b>	The asset must be relocated.
<b>Type 5</b>	Permanent connection to utility services for Sydney Metro assets

## 2.4. Design philosophy

Based on an assessment of the project scope, the interfaces with existing utilities can be deemed low risk in nature. As defined within Section 3, the majority of utility touch points fall with treatment Type 1 ‘no impact is expected’ and treatment Type 2 ‘An administrative or engineering control methodology to manage the asset owner requirements, which may include asset owner supervision’. As a consequence, the primary design philosophy is to prioritise the avoidance of clashes with utility assets.

Where treatment Type 3 solutions are necessary, the affected asset is to be protected. Section 2.1 and 2.2 of this Plan document how the design requirements and asset owner approvals will be developed in these instances.

At present, Type 4 (utility diversions) are required at Hurlstone Park and Belmore Stations.

## 2.5. Change management

As the design develops and the requirements for individual asset is confirmed, there is risk that the identified treatment measures specified within Section 3 may change. In order to capture these changes this document will be revised periodically.

When a change is identified the following process will be undertaken.

Where an additional treatment Type 1 is identified, or a Type 1 treatment is upgraded to a Type 2 treatment, the affected utility service provider will be notified, however the UMS will not require update.

Where a Type 1 or 2 treatment is upgraded to a Type 3 treatment, the affected utility service provider will be notified and the UMS will be updated to reflect this change.

Where a Type 4 treatment is deemed necessary, since this will require a diversion to a utility service, the asset owner will be consulted as early as practicable to assist with the development of a viable design solution. The UMS will be updated to account for the inclusion of the diversion works and will identify the specific risks, controls and works methodology associated with the diversion works.

## 2.6. Out of Hours Works

Where utilities work that is not subject to an EPL is scheduled to occur outside standard construction hours, the work will be undertaken in accordance with the Sydney Metro City & Southwest Out-of-Hours Work Strategy/Protocol (as per CoA-E25) and the Project’s Noise and Vibration Management Plan (NVMP). Any utilities work that is subject to an EPL will be undertaken in accordance with the out-of-hours work provisions within the relevant EPL.

Regardless of EPL, the Project works will be undertaken in accordance with the out-of-hours work provisions within the Project’s Noise and Vibration Management Plan (NVMP).

## 2.7. Utility coordination and respite

Related to cumulative impacts and provision of aligned respite periods, CoA E26 states that:

*Work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. The Proponent must:*

- (a) reschedule Work to provide respite to impacted noise sensitive receivers so that the respite is achieved in accordance with **Condition E23**; or*
- (b) consider the provision of alternative respite or mitigation to impacted noise sensitive receivers; and*
- (c) provide documentary evidence to the **ER** in support of any decision made by the Proponent in relation to respite or mitigation.*

The Place Manager and Utility Coordination Manager will be able to assist in helping the Principal Contractor coordinate works with third parties and understand the various agreed Respite Periods and, where possible, negotiate respite periods which can be effectively implemented by all contractors working in the local area. It is the responsibility of the Principal Contractor to liaise directly with other Sydney Metro contractors to coordinate works and proposed respite periods.

Interface meetings are regularly facilitated by Sydney Metro to coordinate works including those carried out by local Councils.

If Respite Periods cannot be aligned between Contractors working in the same area, the Principal Contractor must be able to justify why the proposed utility works cannot observe the same Respite Periods as other Contractors. Justification may be related to limited access to the worksite for a rail possession, for example. All reasonable and feasible efforts will be made to observe the same respite periods as other works packages. Community information about planned works must provide information about which package of work cannot adhere to Respite Periods which are observed by other Contractors working in the area, and provide the reason(s) for not being able to align Respite Periods.

Documentary evidence of works coordination including copies of written correspondence and meeting minutes with relevant third parties will be retained by the Principal Contractor, and be provided to the ER within one week - should this evidence be requested by the ER.

### 3. Identified Assets

#### 3.1. Ausgrid

Table 4: Ausgrid

Station	Asset tags	Approx. Sydney Metro Down Chainage	Lateral or Longitudinal	Treatment Type	Description
Hurlstone Park	TBA	9km340	Lateral	2	6 x Direct-buried cables (3 x 11kV, 2 x pilots, 2 x AUX) and 2 x 125mm PVC conduits on Duntroon St bridge
Hurlstone Park	HPDS-AG-B2, HPDS-AG-P2, HPDS-AG-PL5, HPDS-AG-PL2	9km 320	Lateral	2	Overhead powerlines and poles on Duntroon St bridge
Belmore	BSBR-AG-PL2	13km920	Lateral	2	11kV asset (1 x DN100 GI / 1 x DN600 GI conduits and direct-buried) in Burwood Rd bridge
Belmore	BSBR-AG-PL4	13km920	Lateral	4	Temporary relocation of the customer pole and meter box on Burwood Rd bridge
Belmore	BSBR-AG-F1	13km920	Lateral	2	Overhead powerlines and poles on Burwood Rd bridge
Belmore	BS-E-F6	13km920	Lateral	2	Low voltage cable to the west of Burwood Rd bridge
Wiley Park	WPKG-AG-KB3, WPKG-AG-KB4	15km860	Lateral	2	Overhead powerlines and poles on King Georges Rd bridge
Wiley Park	WPKG-AG-P4	15km860	Lateral	2	Direct-buried 11kV and auxiliary cables in King Georges Rd bridge
Wiley Park	TBA	15km	Lateral	2	Direct-buried 11kV cables and 2 x 140mm AC conduits in King Georges Rd bridge

#### 3.2. Jemena

Table 5: Jemena

Station	Asset tags	Approx. Sydney Metro Down Chainage	Lateral or Longitudinal	Treatment Type	Description
Hurlstone Park	HPDS-JE-P4	9km320	Lateral	4	75mm nylon inserted in 4" cast iron medium pressure gas main in Duntroon St bridge
Hurlstone Park	HP-G-S1	9km620	Lateral	2	32mm nylon medium pressure gas main in Railway St
Belmore	BSBR-JE-BO1, BSBR-JE-PL5	13km920	Lateral	2	18" cast iron and 75mm nylon low pressure gas mains in Burwood Rd
Belmore	BS-G-W2	13km620	Lateral	2	75mm nylon inserted in 4" cast iron medium pressure gas main in Redman Pde

### 3.3. Canterbury-Bankstown Council

Station	Asset tags	Approx. Sydney Metro Down Chainage	Lateral or Longitudinal	Treatment Type	Description
<b>Hurlstone Park</b>	HP-D-F1, HP-D-F2, HP-D-D1, HP-D-CSR4, HP-D-CSR5, HP-D-DRV2, HP-D-DRV3	9km 630	Lateral	2	2.5m x 1.2m stormwater culvert crossing the corridor from Railway Street to east of Foord Ave
<b>Wiley Park</b>	WP-D-F8, WP-SW-RW2, WP-SW-CSR4, WP-SW-D6	16km200	Lateral	2	1200mm x 1200mm stormwater culvert crossing the corridor from The Boulevard to Urunga Pde

### 3.4. Sydney Water

Table 6: Sydney Water

Station	Asset tags	Approx. Sydney Metro Down Chainage	Lateral or Longitudinal	Treatment Type	Description
<b>Hurlstone Park</b>	HP-S-F4, HP-S-D4	9km470	Lateral	2	Sewer (1066 x 1371 brick tunnel) crossing the corridor to the west of the station
<b>Hurlstone Park</b>	HPDS-SW-P3	9km320	Lateral	4	DN125 PE water main in the Duntroon St bridge
<b>Hurlstone Park</b>	HP-S-F5, HP-S-D2,	9km560	Lateral	2	DN225 sewer crossing the rail corridor west of Hurlstone Park station, from Railway St
<b>Hurlstone Park</b>	HP-W-S2	9km620	Lateral	3	DN100 CICL water main in Railway St
<b>Hurlstone Park</b>	N/A	9km620	Lateral	3	DN100 CICL water main in Railway St
<b>Hurlstone Park</b>	N/A	9km620	Lateral	5	New station service building sewer connection to existing DN150 sewer main in Railway St
<b>Belmore</b>	BSBR-SW-BO2, BSBR-SW-PL3	13km900	Lateral	2	DN150 GI water main in Burwood Rd
<b>Belmore</b>	N/A	13km900	Lateral	5	New station water services connection to existing water main on Tobruk Ave
<b>Belmore</b>	N/A	13km620	Lateral	5	New sewer services connection for the service building to an existing sewer main in Redman Pde
<b>Belmore</b>	N/A	13km620	Lateral	5	New water services connection for the service building to an existing sewer main in Redman Pde
<b>Wiley Park</b>	WP-W-D5, WP-W-F6, WP-W-CSR12, WP-W-CSR11	16km020	Lateral	3	DN750 CICL water main crossing the corridor at Wiley Park station



Station	Asset tags	Approx. Sydney Metro Down Chainage	Lateral or Longitudinal	Treatment Type	Description
Wiley Park	WP-W-F5, WP-W-CSR2, WP-W-MSB2	16km120	Lateral	3	DN900 SCL IBL water main crossing the corridor from The Boulevard to Urunga Pde
Wiley Park	WP-W-F4, WP-W1-SR1, WP-W-MSB1	16km120	Lateral	3	DN600 SCL IBL water main crossing the corridor from The Boulevard to Urunga Pde
Wiley Park	WP-D-F8, WP-SW-D9, WP-SW-CSR5, WP-SW-RW3	16km180	Lateral	2	3124mm x 1327mm brick stormwater culvert crossing the corridor from The Boulevard to Urunga Pde
Wiley Park	WP-S-F7, WP-S-D5, WP-S-CSR3, WP-S-RW1	16km180	Lateral	2	DN375 CICL sewer main crossing the corridor from The Boulevard to Urunga Pde
Wiley Park	WP-S-ATC5	16km040	Lateral	2	Sewer main in Urunga Pde
Wiley Park	WPKG-SW-P1, WPKG-SW-KB2	15km860	Lateral	2	DN150 CICL water main in King Georges Rd bridge
Wiley Park	WP-W-S1	16km110	Lateral	2	DN750 CICL water main in Urunga Pde
Wiley Park	N/A	16km110	Lateral	5	New sewer service connection for the station service building in Urunga Pde
Wiley Park	N/A	16km140	Lateral	5	New water service connection for the station service building in Urunga Pde

### 3.5. Telstra

Table 7: Telstra

Station	Asset tags	Approx. Sydney Metro Down Chainage	Lateral or Longitudinal	Treatment Type	Description
Hurlstone Park	HPDS-T-B3	9km320	Lateral	2	2 x AC100 and 1 x P50 conduits and cables in Duntroon St bridge
Hurlstone Park	BS-T-W1	13km620	Lateral	2	Conduits in Redman Pde
Belmore	BSBR-T-PL1, BSBR-T-F2, BSBR-T-F3	13km920	Lateral	2	Conduits and pits in Burwood Rd bridge
Belmore	BS-T-F4	13km930	Lateral	2	Lead-in cable to the west of Burwood Rd bridge
Wiley Park	WPKG-T-KB6, WPKG-T-KB8,	15km860, 15km880	Lateral	2	Conduits and pits in King Georges Rd bridge

### 3.6. Optus

Table 8: Optus

Station	Asset tags	Approx. Sydney Metro Down Chainage	Lateral or Longitudinal	Treatment Type	Description
<b>Hurlstone Park</b>	HPDS-OP-B1, HPDS-OP-P1, HPDS-OP-PL3	9km320	Lateral	2	Aerial co-axial cables located on Ausgrid poles on Duntroon St bridge
<b>Hurlstone Park</b>	TBA	9km340	Lateral	2	UECOMM conduit and fibre located in Duntroon St bridge
<b>Wiley Park</b>	WPKG-OP-KB11	15km880	Lateral	2	Aerial co-axial cables located on Ausgrid poles on King Georges Rd

### 3.7. NBN

NBN assets are contained within conduits owned and managed by Telstra. Sydney Metro will liaise with Telstra for the protection of these assets.

### 3.8. Transport for NSW

Table 9: Transport for NSW

Station	Asset tags	Approx. Sydney Metro Down Chainage	Lateral or Longitudinal	Treatment Type	Description
<b>Belmore</b>	TBA	13km900	Lateral	2	Traffic signal cable onduits and pits in Burwood Rd bridge
<b>Wiley Park</b>	WPKG-RM-KB1	15km860, 15km880	Lateral	2	Traffic signal cable conduits and pits on King Georges Rd bridge

## 4. Environmental Management Measures

Utilities works will be undertaken in accordance with the management measures for dust, noise, traffic, access and lighting impacts as identified within the Project's CEMP, CEMP Sub-plans, the Construction Traffic Management Plan (CTMP) and this UMS.

If utility works are to occur within the pre-Construction phase, the works will be undertaken in accordance with an approved Pre-Construction Minor Works approval and this UMS.

Any utility work undertaken outside of standard construction hours will be subject to Out Of Hours Work Approval, to be approved by Sydney Metro and the Independent Environmental Representative prior to works.

Section 5 of the UMF includes a number of typical mitigation measures that are to be implemented for utility work. An extract from the UMF containing these measures is included within Appendix A. Sydney Metro and their contractor will implement these measures where appropriate to the Project.

In addition, Sydney Metro has undertaken a risk assessment, based on the Project's scope and other risk factors known from Sydney Metro's experience on previous projects to develop key mitigation measures. The Sydney Metro consequence criteria, likelihood criteria and risk matrix is provided Tables 11 and 12 below (on page 40).

A summary of these key mitigation measures is included within the risk assessment provided in Table 10 below;

Table 10: Environmental Risk Assessment

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		P X	C=	Risk		P X	C =	Risk	
<b>Air Quality</b>									
General construction works; site establishment, excavations	Dust activity in close proximity to residential and commercial premises due to utility works, complaints received.	L3	C5	12	Implement the controls within the CEMP (or relevant Sydney Metro Pre-Construction Minor Works Approval). Toolbox training on Dust and Air Quality Management. Provide dust mitigation measures through water sprays/misting as required. Cover stockpiles that are not to be worked on for a period of greater than 10 days. Erosion and Sediment Control Plans approved before works commence. Controls are then reviewed for maintenance.	L4	C5	7	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition.
Exhaust from plant and equipment.	Emissions from plant associated with utility works resulting in air pollution.	L3	C5	12	Inductions and toolbox training on Dust and Air Quality Management. Well maintained plant/equipment and pre-start checks and servicing. Non-complaint vehicles removed from site / repaired.	L4	C5	7	Review plant check list prior to operating on site. Undertake verification checks a required.
<b>Noise</b>									

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		P X	C=	Risk		P X	C =	Risk	
Noise from general utility works resulting in impact to residents.	Disturbance to residents or neighbouring businesses. Potential for complaints.	L2	C5	18	Control measures as per the Project's NVMP (or relevant Sydney Metro Pre-Construction Minor Works Approval) are to be implemented. Respond to community enquiries and complaints in accordance with Sydney Metro requirements and Community & Stakeholder Manager (Sydney Metro), control measures as per Community Communication Strategy (CCS) are to be implemented. Consult with the community in relation to upcoming activities that may result in concern. Monitor noise for compliance as the works progress at receiver locations. Provide periods of respite for high noise generating activities. Apply noise mitigation measures during entire project. Noise efficient equipment to be used on site.	L3	C5	12	Noise performance will be continually monitored as per the requirements of the Project's NVMP. Where high impact noise is required, it will be restricted and managed in accordance with the Project's NVMP.

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		P X	C=	Risk		P X	C =	Risk	
Noise during utility works required to be undertaken out of standard construction hours.	Disturbance to residents or neighbouring businesses with potential for complaints.	L2	C5	18	Implement noise mitigation strategies for out of standard hours work. Monitor noise for compliance to project goals. Obtain Out of Hours Work Approval as required. Control Measures as per the NVMP are to be implemented.	L4	C5	7	Noise performance will be continually monitored as per the requirements of the Project's NVMP. Where high impact noise is required, it will be restricted and managed in accordance with the Project's NVMP.
<b>Vibration</b>									
Vibration intensive activities undertaken on the site such as vibratory rolling, etc.	Disruption, annoyance and nuisance to residents. Potential damage to adjacent residential and commercial residences and structures. Disruption to businesses as a result of vibration nuisance	L3	C5	12	Control Measures as per the NVMP (or relevant Sydney Metro Pre-Construction Minor Works Approval) are to be implemented. Determine vibration limits and structure/receiver offset distances. Consult with potentially affected parties prior to commencement of works on their upcoming activities that may be impacted by construction vibration. Ongoing vibration monitoring during vibration intensive works.	L4	C5	7	Standard and specific mitigation measures for sensitive receptors around the Project works will be applied as per the Project's NVMP and the CNVIS.
<b>Traffic &amp; Access</b>									
Loss of on-street car parking in adjacent	Loss of parking availability to adjacent	L3	C5	12	Implement the Project's CTMP Community notifications in accordance with Sydney Metro	L4	C5	7	Complete regular toolbox talks on how to minimise impacts in relation to traffic.

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk			Management of Residual Risk
		P X	C=	Risk		P X	C =	Risk	
residential streets and commercial areas during construction.	residential and commercial properties due to utility works could result in community complaints.				Community Communication Strategy. Site vehicles shall be parked within the rail corridor and not affect public parking area where possible Develop Traffic Management Plan / Traffic control procedures.				Undertake regular inspections of worksite and adjacent streets. Supervisor and traffic controller to enforce traffic management requirements
General construction traffic disturbing public access between local roads.	Disturbance to local residents due to utility works resulting in complaints being made, limited access, and potential for delays at local road access points resulting in complaints.	L3	C5	12	Implement the Project's CTMP Deliveries of plant and materials shall be undertaken outside of peak periods where possible Site vehicles shall be parked within the rail corridor and not affect public parking areas Scheduled road movements shall be minimised where possible Oversized deliveries would be undertaken in accordance with the requirements of NSW Police or Roads and Maritime Services. Approved Traffic Management Plans in consultation with relevant authorities. Detour routes to be advertised/notified.	L4	C5	7	Complete regular toolbox talks on how to minimise impacts in relation to traffic. Undertake regular inspections of worksite and adjacent streets.

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		P X	C=	Risk		P X	C =	Risk	
					Approved access routes, detailed Traffic Control Plans. Clear notifications / signage.				
Management of heavy vehicles / access routes.	Complaints from sensitive receivers due to increased level and frequency of noise.	L3	C5	12	Implement the Construction Traffic Management Plan (CTMP) Deliveries of plant and materials shall be undertaken outside of peak periods where possible Site vehicles shall be parked within the rail corridor and not affect public parking areas Scheduled road movements shall be minimised where possible Oversized deliveries would be undertaken in accordance with the requirements of NSW Police or Roads and Maritime Services. Designated access routes. Approved Traffic Management Plans. Community Notifications. Pedestrian management with traffic controller in place where required.	L4	C5	7	Complete regular toolbox talks on how to minimise impacts in relation to traffic. Permits from local council and/or TfNSW



Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		P X	C=	Risk		P X	C =	Risk	
Pedestrian/Cyclist access	Loss or disruption of pedestrian and/or cyclist access around the project site due to utility works	L4	C5	7	Construction Traffic Management Plan (CTMP) to be in place Traffic Control Plans to be in place Clear signage Appropriate barriers, fencing or other to direct pedestrians and cyclists	L4	C5	7	Regular inspections of work fronts
<b>Landscaping, urban design and visual amenity</b>									
Landscaping, urban design and visual amenity	Surrounding aesthetic temporary altered during construction Lighting towers used during out of hours works may spill on nearby residents Post-construction surfaces	L4	C4	11	Implement the Project's Visual Amenity Management Plan (VAMP) The work area shall be maintained in an orderly manner Lighting required during night works shall be directed towards the work area and are from adjacent sensitive receivers Any land disturbed for the works will be restored to its prior state or, where appropriate, restored to a state that is in line with the approved urban design	L5	C4	8	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition.

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk	
		P X	C=	Risk		P X	C =	Risk		
<b>Utilities</b>										
Utility management	Service strike leading to environmental degradation	L3	C3	24	Develop and implement the UMS in accordance with the UMF. Implement a Permit to Disturb Induction and toolbox talks Detailed Site Survey to be managed by an appropriately qualified surveyor.	L5	C3	13	Permit to Disturb Service searching Detailed Site Survey management	
<b>Hazard and Risk</b>										
Hazards and risk associated with utility works	Hazardous substances High risk works Exposure to radiation and electromagnetic fields	L3	C3	24	Work in accordance with the Safety Management Plan and relevant sub-plans Develop a Safe Work Method Statement (SWMS) for high risk works, works with hazardous substances or where anyone may be exposed to radiation or electromagnetic field issues. An occupational hygienist is review and supervise works as required.	L5	C3	13	Toolbox workers on requirements Undertake regular inspections	
Encountering hazardous materials during utility adjustments	Exposure to hazardous materials	L4	C3	17	In accordance with REMM SC6, Sydney Metro's Principal Contractor will conduct hazardous material surveys prior to carrying out Type 4 Treatments, where required.	L5	C3	13	Toolbox workers on requirements Undertake regular inspections	
<b>Heritage</b>										

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		P X	C=	Risk		P X	C =	Risk	
Non-aboriginal heritage	Impacts to build items and structures with heritage significance Impacts to areas of archaeological potential	L3	C3	24	Implement the mitigation measures included within the Project's Heritage Management Plan (HMP) (or relevant Sydney Metro Pre-Construction Minor Works Approval). Work to plant specific safe working distances for vibratory works and seek the advice of a heritage engineer. Implement the measures required by the Archaeological Assessment and Research Design Report (AARD) such as salvage, monitoring and investigation, where relevant. Implement the Sydney Metro Unexpected Heritage Finds Procedure	L5	C3	13	Toolbox workers on requirements Undertake regular inspections
Aboriginal heritage	Impacts to areas of archaeological potential	L4	C3	17	Implement the mitigation measures included within the Project's HMP (or relevant Pre-Construction Minor Works Approval). Ensure measures outlined within Aboriginal Cultural Heritage Assessment Report (ACHAR) such as salvage within areas of Potential	L5	C3	13	Toolbox workers on requirements Undertake regular inspections

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		P X	C=	Risk		P X	C =	Risk	
					Archaeological Deposits are implemented. Implement the Sydney Metro Unexpected Heritage Finds Procedure				
<b>Biodiversity</b>									
Flora	Unauthorised clearing of vegetation impacting on threatened species, threatened vegetation communities or fauna habitat	L3	C4	18	Implements the measures within the Project's CEMP (or relevant Sydney Metro Pre-Construction Minor Works Approval). Implement a Vegetation Removal and Trimming Permit system Identify all sensitive areas, sign post and demarcate Establish tree protection zones An ecologist is to undertake a pre-clearance survey of all vegetation to be removed. An ecologist is to be present during the removal of native vegetation or fauna habitat.	L5	C4	8	Toolbox workers on requirements Undertake regular inspections
Fauna	Impacting on fauna	L4	C4	11	Implements the measures within the Project's CEMP (or relevant Sydney Metro Pre-Construction Minor Works Approval). Implement a Vegetation Removal and Trimming Permit system	L5	C4	8	Toolbox workers on requirements Undertake regular inspections

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		P X	C=	Risk		P X	C =	Risk	
					Identify all sensitive areas, sign post and demarcate Establish tree protection zones An ecologist is to undertake a pre-clearance survey of all vegetation to be removed. An ecologist is to be present during the removal of native vegetation or fauna habitat.				
<b>Land use and Property</b>									
Land use and Property	Changes to land use and property impacts Construction compounds impacting on nearby receivers Works through easements	L4	C5	7	Design to avoid impacts to nearby properties Utilise existing hard stand within the rail corridor where possible Obtain required approvals for working within easements	L5	C5	4	
<b>Soils and Contamination</b>									
Soils and contamination	Encountering contamination Creating contamination through utility works Acid Sulphate Soils	L3	C3	24	Works to occur in accordance with the Project's Soil and Water Management Plan (or relevant Sydney Metro Pre-Construction Minor Works Approval). All waste is to be classified in Accordance with the Waste Classification Guidelines (NSW EPA, 2014)	L5	C3	13	Toolbox workers on requirements Undertake regular inspections

Aspect	Potential Environmental Impact	Initial Risk Rating			Control Measures	Residual Risk Rating			Management of Residual Risk
		P X	C =	Risk		P X	C =	Risk	
					Acid Sulphate Soils are to be managed in accordance with the Acid Sulfate Soil Manual (ASSMAC, 1998) An occupational hygienist is to provide guidance and, where appropriate, supervise works with contaminated soils or substances Remove any excess hazardous substances from services before relocating				

Once a Principal Contractor has been engaged for this Project, the Principal Contractor will be responsible for revising this risk assessment to adequately reflect any changes to their scope of works and/or methodologies, and to conform to their E&SMS.

All indicative environmental issues have been assessed in accordance with the consequence criteria, likelihood criteria and risk matrix provided in Tables 11 and 12 below.

Risk Assessment Rankings:

- >31 Very High;
- 22 to 30 High;
- 11 to 21 Medium; and
- 1 to 10 Low.

Risks will be reassessed by Sydney Metro's Principal Contractor following the consideration of control measures. The Principal Contractor will be responsible for nominating an owner for the implementation of management measures.

Issues or activities that represent a Very High risk after the application of control measures are not to be undertaken.

Table 11: Sydney Metro Risk Assessment Consequence Criteria

	ENTERPRISE RISK CONSEQUENCES					
	C6 Insignificant	C5 Minor	C4 Moderate	C3 Major	C2 Severe	C1 Catastrophic
Environment	No appreciable changes to environment and/or highly localised event.	Change from normal conditions within environmental regulatory limits & environmental effects are within site boundaries.	Short-term and/or well-contained environmental effects. Minor remedial actions probably required.	Impacts external ecosystem & considerable remediation is required.	Long-term environmental impairment in neighbouring or valued ecosystems. Extensive remediation required.	Irreversible large-scale environmental impact with loss of valued ecosystems.

Table 12: Sydney Metro Risk Assessment Likelihood Criteria and Risk Matrix

Probability	One off event How likely?	Frequency	Repeated How often?	Likelihood	Consequences						
					C6	C5	C4	C3	C2	C1	
					Insignificant	Minor	Moderate	Major	Severe	Catastrophic <i>Transformational for opportunities</i>	
	Expected to occur frequently during time of activity or project. Greater than a 90% chance of occurring.	Frequency	10 times or more every year	Almost certain	L1	20	22	29	32	34	36
	Expected to occur occasionally during time of activity or project. A 75-90% chance of occurring.		1-10 times every year	Very Likely	L2	14	18	23	28	31	35
	More likely to occur than not occur during time of activity or project. A 50-75% chance of occurring.		Once each year	Likely	L3	9	12	16	24	27	33
	More likely not to occur than occur during time of activity or project. A 25-50% chance of occurring.		Once every 1 to 10 years	Unlikely	L4	6	7	11	17	25	30
	Not expected to occur during the time of activity or project. A 10-25% chance of occurring.		Once every 10 to 100 years	Very Unlikely	L5	3	4	8	13	19	26
	Not expected to ever occur during time of activity or project. Less than 10% chance of occurring.		Less than once every 100 years	Almost Unprecedented	L6	1	2	5	10	15	21



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## Appendix A – Utility Management Framework Management Measures

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## **Appendix B – Environmental Control Maps**

To be developed as appropriate by the Principal Contractor