## Approval and authorisation

<table>
<thead>
<tr>
<th>Title</th>
<th>Sydney Harbour Bridge Southern Toll Plaza Precinct Upgrade – Addendum review of environmental factors</th>
</tr>
</thead>
</table>
| Accepted on behalf of NSW Roads and Maritime Services by: | Glyn Jackson  
Contract Relationship Manager  
South Zone Contract Management Office – Asset Maintenance |
| Signed: | |
| Dated: | |
Executive summary

The proposed modification

Roads and Maritime Services (Roads and Maritime) proposes to implement the Sydney Harbour Bridge southern toll plaza precinct upgrade project, which involved realigning and resurfacing the traffic lanes on the Bradfield Highway, on the southern approaches to the Sydney Harbour Bridge, and reconfiguring access to the northern Sydney central business district (the project).

Roads and Maritime propose to modify the project by realigning the intersection of York and Grosvenor Streets and pedestrian crossings, making property/kerb adjustments, reconfiguring traffic control signals and medians, widening and resheeting road sections, undertaking additional tree removal and protection measures, possible use of an additional ancillary facility, and varying proposed construction hours (proposed modification).

Background

A review of environmental factors (REF) was prepared for the project in November 2012, and following public display and consideration of comments and submissions the project was determined. During detailed design development and construction planning, several refinements were made to improve safety, overcome engineering and constructability constraints and to more effectively achieve the project objectives. These were not specifically assessed and considered in the project REF and are the subject of this addendum REF.

Need for the proposed modification

Chapter 2 of the project REF addresses the strategic need for the project, the project objectives and the options that were considered. The proposed modification described and assessed in this addendum REF is consistent with the strategic need for the project. Modifications developed during detailed design and construction planning include increased construction outside normal working hours, tree removal, pruning and protection measures, and adjustments to pavement, kerb and gutter, services and pedestrian access. The proposed modification is needed to improve road user experience, support delivery of the approved project and more effectively achieve the project objectives.

Proposal objectives and development criteria

Section 2.3 of the project REF identifies the proposal objectives and development criteria that apply to the proposed modification. In summary, these are:

“To improve the driver and passenger experience travelling between the Sydney Harbour Bridge and the Western Distributor or northern Sydney CBD while minimising environmental and heritage impacts by:

- Simplifying traffic movements
- Improving connectivity for buses
- Improving operational flexibility for lane management on the bridge
- Reducing road safety hazards.”

Options considered

No feasible alternative options were available for the proposed modification. The proposed modification addresses working predominantly outside normal working hours due to the complexity of changing traffic conditions on the Sydney Harbour Bridge and approaches. Work times would need to vary in response to the availability of lane closure permissions.
The design refinements made to overcome engineering and constructability constraints were not specifically assessed and considered in the project REF and are the subject of this addendum REF.

The proposed modification is consistent with the preferred option presented in the project REF.

**Statutory and planning framework**

Chapter 4 of the project REF addresses the statutory planning framework for the project. This framework also applies to the proposed modification. This addendum REF has been prepared by SNC-Lavalin Australia Pty Ltd for the Ventia Boral Amey Joint Venture (VBA) on behalf of Roads and Maritime. The potential environmental impacts of the proposal identified through this REF would be assessed by Roads and Maritime under Part 5 of the Environmental Planning & Assessment Act 1979 (EP&A Act).

Clause 94 of the State Environmental Planning Policy Infrastructure 2007 (ISEPP) permits development on any land for the purpose of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent.

In assessing the proposal, Roads and Maritime will consider Sections 111 and 112 of EP&A Act and Clause 228 of the Environmental Planning and Assessment Regulation 2000.

**Community and stakeholder consultation**

During the preparation of the project REF, Roads and Maritime implemented a consultation strategy aimed at addressing community and stakeholder information needs with a multi-faceted community engagement and communications program. This strategy has also been broadly applied to the proposed modification, in an updated stakeholder and community engagement plan developed by Roads and Maritime to support the construction of the Project.

Consultation activities associated with the proposed modification were undertaken in August 2016 and focused on obtaining community feedback on an accelerated program of works to facilitate the removal of the southern toll booths. Activities have included a proposal update and “have your say” opportunity, door knocking, webpage updates and stakeholder meetings. Outcomes of the consultation have been documented in a consultation report.

**Environmental impacts**

**Noise and Vibration**

The proposed modification has the potential to substantially impact residential amenity during out of hours construction work. Predicted noise emissions from evening and night-time construction works would exceed the applicable noise management levels at many nearest affected receivers and some were likely to be highly noise affected. Furthermore, maximum noise levels, for the assessment of sleep disturbance may exceed the applicable sleep disturbance upper limit at some nearest affected residences.

Vibration impacts caused by construction activities such as vibratory rolling or rock breaking, include human annoyance (discomfort) and damage to buildings (cosmetic or structural). Vibration intensive works are only likely to be required in certain sections of the project area where existing concrete needs to be removed to facilitate lane reconfiguration. Specific vibration controls would be implemented for any work in areas in close vicinity to sensitive structures, such as churches (e.g. footpath works), and in-field vibration testing and building inspections would be undertaken to further inform the construction activities.
A strategy to minimise potential noise and vibration impacts has been developed that includes a suite of measures to balance the type of activity and the impact on traffic flow and sensitive receivers.

**Non-Aboriginal heritage**

A portion of the State Heritage Register listed Glebe Island Bridge was identified as a potential additional storage or compound area. No other heritage items listed on any statutory registers are situated within the boundaries of the addendum project area. Heritage items situated within the 10-metre buffer zone of the project area were identified. In addition, the addendum SoHI study area was assessed as having a nil-low potential to contain archaeological relics.

Potential for impacts (direct, indirect and visual) to identified items and their curtilage were assessed. The proposed modification would have no direct impacts to heritage items. There is potential for vibration impacts or inadvertent impacts to fabric as a result of works in near heritage items. Vibration impacts have been considered in detail in the noise and vibration assessment and by implementing the measures proposed above no impacts to heritage items are anticipated.

**Biodiversity**

The site is highly modified, and no natural habitat for endemic flora is present. Consistent with the project REF, no native plant species indigenous to the Sydney Basin Bioregion or threatened plants or populations occur within the project area. Several mature and juvenile non-indigenous trees occur in the project area, located within road-side landscaping and the perimeter of Lang Park. This includes a Moreton Bay Fig listed on the City of Sydney’s Significant Tree Register. These trees are likely to provide habitat for only native animal species that can adapt to highly modified environments, such as common birds and bat species.

Ten trees have been identified for removal as part of the proposal. Potential impacts to the remaining twelve trees as a result of the proposal have been largely avoided by design or construction methods. Pruning requirements for the trees on York and Grosvenor can be eliminated via modification of pavement work methods. Further adjustments to design and measures to be implemented during construction have avoided or minimised impacts.

**Justification and conclusion**

This addendum REF has examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the proposed activity. The proposed modification as described in the addendum REF best meets the project objectives, but would still result in some impacts to amenity, trees and heritage. Potential impacts would occur during construction and would be temporary. Safeguards presented in this addendum REF to avoid, mitigate or minimise potential impacts incorporate and update those included in the project REF, as appropriate. On balance the proposed modification is considered justified.
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Appendices [refer to separate PDF documents for Appendices]

Appendix A  Design of the proposed modification
Appendix B  Consideration of clause 228(2) factors and matters of national environmental significance
Appendix C  Stakeholder and community engagement
Appendix D  Statutory consultation checklists
Appendix E  Noise and vibration assessment
Appendix F  Non-Aboriginal heritage assessment
Appendix G  Arboricultural impact assessment and root assessment report
Appendix A

Drawings

Linemarking and signage [DS2013/000591 – Sheets 119 – 125]
Pavement [DS2013/000591 – Sheets 111 – 117]
Drainage [DS2013/000591 – Sheets 99 – 104]
NOTE

1. PAVEMENT MARKING AND SIGNPOSTING TO BE IN ACCORDANCE WITH THE RMS GUIDES AND STANDARDS.

2. RELOCATE EXISTING SIGNPOSTING OUTSIDE THE CLEAR ZONE.

3. KERBSIDE LANE WIDTHS INCLUDE THE WIDTH OF THE GUTTER.

NEW SIGN (SINGLE POST)

EXISTING SIGN (SINGLE POST)

EXISTING SIGN / EXISTING SIGN - TO BE RELOCATED

R4-1

EXISTING SIGN - TO BE REMOVED

NEW SIGN

TYPE "F" SAFETY BARRIER

W-BEAM SAFETY BARRIER

MOVABLE MEDIAN

SAFETY BARRIER LABEL

CRASH CUSHION LABEL

MOVABLE MEDIAN LABEL

PAVEMENT MARKING LINE TYPE

NEW SIGN (MULTIPOST)

REFERENCES TO SHEETS 097 TO 103 FOR PUBLIC UTILITY DETAILS

BRADFIELD HWY S/B (TOLL ROAD)

BRADFIELD HWY N/B

LIMIT OF WORKS

3.50

2.80

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3.00

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3.00

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2.90

2.95

2.85

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MC07

CONTROL

LINE

MC21

PREPARED BY:

ROADS AND MARITIME SERVICES

CITY OF SYDNEY

MR632 - BRADFIELD HWY

SYDNEY HARBOUR BRIDGE

TOLL PLAZA

DETAIL DESIGN

DELINEATION & SIGNAGE PLAN - STN 0.000 TO STN 80.000

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1. Pavement marking and signposting to be in accordance with the RMS guides and standards.
2. Relocate existing signposting outside the clear zone.
3. Kerbside lane widths include the width of the gutter.

Refer to Sheets 097 to 103 for public utility details.
NOTES

1. PAVEMENT MARKING AND SIGNPOSTING TO BE IN ACCORDANCE WITH THE RMS GUIDES AND STANDARDS.
2. RELOCATE EXISTING SIGNPOSTING OUTSIDE THE CLEAR ZONE.
3. KERBSIDE LANE WIDTHS INCLUDE THE WIDTH OF THE GUTTER.

REFER TO SHEETS 097 TO 103 FOR PUBLIC UTILITY DETAILS
1. PAVEMENT MARKING AND SIGNPOSTING TO BE IN ACCORDANCE WITH THE RMS GUIDES AND STANDARDS.
2. RELOCATE EXISTING SIGNPOSTING OUTSIDE THE CLEAR ZONE.
3. KERBSIDE LANE WIDTHS INCLUDE THE WIDTH OF THE GUTTER.

NOTES

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REFER TO SHEETS 097 TO 103 FOR PUBLIC UTILITY DETAILS

PREPARED BY:
ROADS AND MARITIME SERVICES

FILE No.
MMD-318865-C-DR-RC1160-XX-0040

REGISTRATION NUMBER

DS2013/000591
No. of SHEETS
210
NOTES

1. PAVEMENT MARKING AND SIGNPOSTING TO BE IN ACCORDANCE WITH THE RMS GUIDES AND STANDARDS.
2. RELOCATE EXISTING SIGNPOSTING OUTSIDE THE CLEAR ZONE.
3. KERBSIDE LANE WIDTHS INCLUDE THE WIDTH OF THE GUTTER.

REFER TO SHEETS 097 TO 103 FOR PUBLIC UTILITY DETAILS

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ROADS AND MARITIME SERVICES
CITY OF SYDNEY
MR32 - BRADFILD HWY
SYDNEY HARBOUR BRIDGE
TOLL PLAZA
DETAIL DESIGN
DELINEATION & SIGNAGE PLAN - STN 490.000 TO STN 590.000
1. PAVEMENT MARKING AND SIGNPOSTING TO BE IN ACCORDANCE WITH THE RMS GUIDES AND STANDARDS.

2. RELOCATE EXISTING SIGNPOSTING OUTSIDE THE CLEAR ZONE.

3. KERBSIDE LANE WIDTHS INCLUDE THE WIDTH OF THE GUTTER.
LEGEND

- TYPE "F" SAFETY BARRIER
- W-BEAM SAFETY BARRIER
- MOVABLE MEDIAN
- SAFETY BARRIER LABEL
- CRASH CUSHION LABEL
- MOVABLE MEDIAN LABEL
- PAVEMENT MARKING LINE TYPE
- NEW SIGN (SINGLE POST)
- EXISTING SIGN (SINGLE POST)
- EXISTING SIGN (MULTIPOST)
- EXISTING SIGN - TO BE REMOVED
- EXISTING SIGN / EXISTING SIGN - TO BE RELOCATED
- NEW SIGN

NOTES

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REFER TO SHEETS 097 TO 103 FOR PUBLIC UTILITY DETAILS

PRELIMINARY - NOT FOR CONSTRUCTION
1. Refer to Sheet 019 for pavement design.
2. Kerb ramps to be constructed at pedestrian crossings (make smooth junction between ramp and gutter).
3. Line marking shown only for clarity in checking, will be removed for 100% design issue.

Notes on Pavement Types:
- Full Depth Pavement
- Corrective Course Pavement
- Corrective Course 100mm - 550mm Pavement
- Median Infill Pavement
- Median Slab Pavement
- Type "F" Median Infill Pavement
- Type "F" Structural Infill Pavement
- Concrete Verge / Footway Pavement
- Flexible Base (refer to City of Sydney Standard Drawings 2.1.1 and 2.1.2)
- Footway Asphalt Paving (refer to City of Sydney Standard Drawings 2.2.1 and 2.2.12)
- Footway Granite Paving (refer to City of Sydney standard drawings 2.5.1 and 2.5.2)
- Median Infill Pavement
- Type 'F' Structural Infill Pavement
- Type 'F' Structural Infill Pavement
- Concrete Verge / Footway Pavement
- Flexible Base (refer to City of Sydney Standard Drawings 2.1.1 and 2.1.2)
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Pavement Types:
- Full Depth Pavement
- Corrective Course Pavement
- Corrective Course 100mm - 550mm Pavement
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- Median Slab Pavement
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- Footway Granite Paving (refer to City of Sydney standard drawings 2.5.1 and 2.5.2)

Pavement Plan - STN 0.000 TO STN 80.000

Prepared by:
Mott MacDonald

Roads and Maritime Services
City of Sydney
MR632 - Bradfield Hwy
Sydney Harbour Bridge
Toll Plaza
Detail Design
Pavement Plan - STN 0.000 TO STN 80.000

Drawing number: MMD-318865-C-DR-RC1150-XX-0010
Prepared by: PJ-A

Notes:
1. Refer to Sheet 019 for pavement design.
2. Kerb ramps to be constructed at pedestrian crossings (make smooth junction between ramp and gutter).
3. Line marking shown only for clarity in checking, will be removed for 100% design issue.

Prepared by:
Mott MacDonald

Roads and Maritime Services
City of Sydney
MR632 - Bradfield Hwy
Sydney Harbour Bridge
Toll Plaza
Detail Design
Pavement Plan - STN 0.000 TO STN 80.000

Drawing number: MMD-318865-C-DR-RC1150-XX-0010
Prepared by: PJ-A

Notes:
1. Refer to Sheet 019 for pavement design.
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3. Line marking shown only for clarity in checking, will be removed for 100% design issue.

Prepared by:
Mott MacDonald

Roads and Maritime Services
City of Sydney
MR632 - Bradfield Hwy
Sydney Harbour Bridge
Toll Plaza
Detail Design
Pavement Plan - STN 0.000 TO STN 80.000

Drawing number: MMD-318865-C-DR-RC1150-XX-0010
Prepared by: PJ-A

Notes:
1. Refer to Sheet 019 for pavement design.
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Roads and Maritime Services
City of Sydney
MR632 - Bradfield Hwy
Sydney Harbour Bridge
Toll Plaza
Detail Design
Pavement Plan - STN 0.000 TO STN 80.000

Drawing number: MMD-318865-C-DR-RC1150-XX-0010
Prepared by: PJ-A

Notes:
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3. Line marking shown only for clarity in checking, will be removed for 100% design issue.

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Roads and Maritime Services
City of Sydney
MR632 - Bradfield Hwy
Sydney Harbour Bridge
Toll Plaza
Detail Design
Pavement Plan - STN 0.000 TO STN 80.000

Drawing number: MMD-318865-C-DR-RC1150-XX-0010
Prepared by: PJ-A

Notes:
1. Refer to Sheet 019 for pavement design.
2. Kerb ramps to be constructed at pedestrian crossings (make smooth junction between ramp and gutter).
3. Line marking shown only for clarity in checking, will be removed for 100% design issue.
NOTES

1. REFER TO SHEET 018 FOR PAVEMENT DESIGN.
2. KERB RAMPS TO BE CONSTRUCTED AT PEDESTRIAN CROSSINGS (MAKE SMOOTH JUNCTION BETWEEN RAMP AND GUTTER).
3. LINE MARKING SHOWN ONLY FOR CLARITY IN CHECKING, WILL BE REMOVED FOR 100% DESIGN ISSUE

PAVEMENT PLAN - STN 80.000 TO STN 210.000

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ROADS AND MARITIME SERVICES

CITY OF SYDNEY
MR632 - BRADFIELD HWY
SYDNEY HARBOUR BRIDGE
TOLL PLAZA
DETAIL DESIGN
PAVEMENT PLAN - STN 80.000 TO STN 210.000

PREPARED BY:
ROADS AND MARITIME SERVICES

FILE No. MMD-318865-C-DR-RC1150-XX-0020
REGISTRATION NUMBER DS2013/000591

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ISSUED FOR REVIEW - 50% COMPLETE 10/07/13 RJ AL R T
AMENDMENT OR REASON FOR ISSUE 08/08/14 MJ

1. REFER TO SHEET 018 FOR PAVEMENT DESIGN.
2. KERB RAMPS TO BE CONSTRUCTED AT PEDESTRIAN CROSSINGS (MAKE SMOOTH JUNCTION BETWEEN RAMP AND GUTTER).
3. LINE MARKING SHOWN ONLY FOR CLARITY IN CHECKING, WILL BE REMOVED FOR 100% DESIGN ISSUE

REFERENCES

1. REFER TO SHEET 018 FOR PAVEMENT DESIGN.
2. KERB RAMPS TO BE CONSTRUCTED AT PEDESTRIAN CROSSINGS (MAKE SMOOTH JUNCTION BETWEEN RAMP AND GUTTER).
3. LINE MARKING SHOWN ONLY FOR CLARITY IN CHECKING, WILL BE REMOVED FOR 100% DESIGN ISSUE

Pavement Legend:
- Full Depth Pavement
- Corrective Course
- Corrective Course 100mm - 550mm
- Median Infill
- Moveable Median Slab
- Type "F" Infill
- Type "F" Structural Infill
- Concrete Verge / Footway
- Footway Asphalt Paving
- Flexible Base (Refer to City of Sydney Standard Drawings 2.1.1 and 2.1.2)
- Footway Granite Paving
- Refer to City of Sydney Standard Drawings 2.1.1 and 2.1.2
- Landscaped and Re-vegetated Areas

Kerb Label, for Kerb Schedule Refer to Sheet 116

Pavement Joint Type, for Details Refer to Sheets 029 - 030
PAVEMENT LEGEND
- PAVEMENT TYPE 1: FULL DEPTH
- PAVEMENT TYPE 2: CORRECTIVE COURSE
- PAVEMENT TYPE 3: CORRECTIVE COURSE 100mm - 550mm
- PAVEMENT TYPE 4: MEDIAN INFILL
- PAVEMENT TYPE 5: MOBILE MEDIAN SLAB
- PAVEMENT TYPE 6: TYPE "F" MEDIAN INFILL
- PAVEMENT TYPE 7: TYPE "F" STRUCTURAL INFILL
- PAVEMENT TYPE 8: CONCRETE VERGE / FOOTWAY
- FLEXIBLE BASE (REFER TO CITY OF SYDNEY STANDARD DRAWINGS 2.1 AND 2.2)
- PAVEMENT TYPE 9: FOOTWAY ASPHALT PAVING - REFER TO CITY OF SYDNEY STANDARD DRAWINGS 2.1 AND 2.2
- PAVEMENT TYPE 10: FOOTWAY GRANITE PAVING - REFER TO CITY OF SYDNEY STANDARD DRAWINGS 2.1 AND 2.2
- LANDSCAPED AND RE-VEGETATED AREAS

NOTES
1. REFER TO SHEET 019 FOR PAVEMENT DESIGN.
2. KERB RAMPS TO BE CONSTRUCTED AT PEDESTRIAN CROSSINGS (MAKE SMOOTH JUNCTION BETWEEN RAMP AND GUTTER).
3. LINE MARKING SHOWN ONLY FOR CLARITY IN CHECKING, WILL BE REMOVED FOR 100% DESIGN ISSUE.
NOTES

1. REFER TO SHEET 019 FOR PAVEMENT DESIGN.
2. KERB RAMPS TO BE CONSTRUCTED AT PEDESTRIAN CROSSINGS (MAKE SMOOTH JUNCTION BETWEEN RAMP AND GUTTER).
3. LINE MARKING SHOWN ONLY FOR CLARITY IN CHECKING, WILL BE REMOVED FOR 100% DESIGN ISSUE

PAVEMENT LEGEND

- PAVEMENT TYPE 1: FULL DEPTH
- PAVEMENT TYPE 2: CORRECTIVE COURSE
- PAVEMENT TYPE 3: CORRECTIVE COURSE 100mm - 550mm
- PAVEMENT TYPE 4: MEDIAN INFILL
- PAVEMENT TYPE 5: MOVABLE MEDIAN SLAB
- PAVEMENT TYPE 6: TYPE "F" MEDIAN INFILL
- PAVEMENT TYPE 7: TYPE "F" STRUCTURAL INFILL
- PAVEMENT TYPE 8: CONCRETE VERGE / FOOTWAY
- PAVEMENT TYPE 9: FOOTWAY ASPHALT PAVING - FLEXIBLE BASE (REFER TO CITY OF SYDNEY STANDARD DRAWINGS 2.1 AND 2.2)
- PAVEMENT TYPE 10: FOOTWAY GRANITE PAVING (REFER TO CITY OF SYDNEY STANDARD DRAWINGS 2.3.1 AND 2.3.2)
- LANDSCAPED AND RE-VEGETATED AREAS

PAVEMENT PLAN - STN 590.000 TO STN 679.646

1. REFER TO SHEET 019 FOR PAVEMENT DESIGN.
2. KERB RAMPS TO BE CONSTRUCTED AT PEDESTRIAN CROSSINGS (MAKE SMOOTH JUNCTION BETWEEN RAMP AND GUTTER).
3. LINE MARKING SHOWN ONLY FOR CLARITY IN CHECKING, WILL BE REMOVED FOR 100% DESIGN ISSUE

ROADS AND MARITIME SERVICES

CITY OF SYDNEY
MR632 - BRADFIELD HWY
SYDNEY HARBOUR BRIDGE
TOLL PLAZA
DETAIL DESIGN
PAVEMENT PLAN - STN 590.000 TO STN 679.646

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DS2013/000591

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120
NOTES

1. EXISTING PIPES, WHICH FORM NO PART OF THE DRAINAGE SYSTEM, ARE TO BE REMOVED OR SEALED AS INDICATED ON THE DRAWING.

2. ALL PIPES TO BE SPIGOT AND SOCKET WITH RUBBER RING JOINTS UNLESS OTHERWISE INDICATED.

3. PIPE INSTALLATION IS DESIGNED IN ACCORDANCE WITH CONCRETE PIPE ASSOCIATION OF AUSTRALIA PUBLICATION "CONCRETE PIPE SELECTION AND INSTALLATION".

4. MGA CO-ORDINATE GULLY PIT REFERENCES ARE LOCATED AT THE CENTRE OF GRATING ON THE LIP LINE OR AT THE KERB WHERE THERE IS NO LIP LINE. THE REFERENCE POINT FOR SURFACE INLET PITS AND HEADWALLS ARE INDICATED ON THE MODEL DRAWINGS.

5. AT GULLY PITS, A 100mm DIAMETER SUBSURFACE DRAINAGE PIPE SHALL BE IN ACCORDANCE WITH MD.R33.A08.

6. ATTENTION IS DIRECTED TO THE POSSIBLE EXISTENCE OF UNDERGROUND UTILITIES NOT SHOWN ON THE DRAWINGS, OR LOCATIONS OR ELEVATIONS DIFFERENT FROM THOSE SHOWN ON THE DRAWINGS. THE EXACT LOCATION OF EACH UNDERGROUND UTILITY SHALL BE VERIFIED ON SITE PRIOR TO DOING ANY WORK THAT MAY DAMAGE SUCH UTILITY.
NOTES

1. EXISTING PIPES, WHICH FORM NO PART OF THE DRAINAGE SYSTEM, ARE TO BE REMOVED OR SEALED AS INDICATED ON THE DRAWING.

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Appendix B

Consideration of clause 228(2) factors and matters of national environmental significance
### Clause 228(2) Checklist

In addition to the requirements of the *Is an EIS required?* (1995/1996) guideline and the *Roads and Related Facilities EIS Guideline* (DUAP 1996) as detailed in the addendum REF, the following factors, listed in clause 228(2) of the *Environmental Planning and Assessment Regulation 2000*, have also been considered to assess the likely impacts of the proposed modification on the natural and built environment.

<table>
<thead>
<tr>
<th>Factor</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a. Any environmental impact on a community?</strong></td>
<td>Short term, temporary, negative</td>
</tr>
<tr>
<td>Impacts on the local community would occur during construction as a result of reduced amenity from noise and vibration, particularly out of hours construction works. Safeguards include a suite of measures to balance the type of activity and the impact on traffic flow and sensitive receivers.</td>
<td></td>
</tr>
<tr>
<td><strong>b. Any transformation of a locality?</strong></td>
<td>Short term, temporary, negative</td>
</tr>
<tr>
<td>The proposed modification would contribute to the broader transformation of the locality as described in the project REF. More specifically, improvements to the intersection of York and Grosvenor Streets would temporarily transform the locality during construction and permanently during operation.</td>
<td>Long term, permanent, positive</td>
</tr>
<tr>
<td><strong>c. Any environmental impact on the ecosystems of the locality?</strong></td>
<td>Negligible</td>
</tr>
<tr>
<td>Some loss and other possible disturbance to trees would occur. Measures have been proposed to avoid or minimise impacts to mature trees in particular. The area is highly modified and offers limited value to the ecosystem of the locality.</td>
<td></td>
</tr>
<tr>
<td><strong>d. Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?</strong></td>
<td>Short term, temporary, negative</td>
</tr>
<tr>
<td>Impacts on the local aesthetics would occur during construction.</td>
<td></td>
</tr>
<tr>
<td><strong>e. Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations?</strong></td>
<td>Short term, temporary, negative</td>
</tr>
<tr>
<td>Impacts to items listed on the State Heritage Register (SHR) would be avoided. There is potential for direct impact to the curtilage of a SHR listed item. There are direct impacts to items /curtilage of local heritage. There is potential for direct impact to an unlisted item of local heritage and locally significant archaeological remains. Safeguards include Temporary Protection Plan and a Temporary Removal Plan.</td>
<td>Long term, permanent, positive</td>
</tr>
<tr>
<td><strong>f. Any impact on the habitat of protected fauna (within the meaning of the National Parks and Wildlife Act 1974)?</strong></td>
<td>Nil</td>
</tr>
<tr>
<td>No, as there is no such habitat within the proposal area.</td>
<td></td>
</tr>
<tr>
<td><strong>g. Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?</strong></td>
<td>Nil</td>
</tr>
<tr>
<td>No. The proposed modification would impact non-indigenous tree species, but not to the extent that it would endanger the species.</td>
<td></td>
</tr>
<tr>
<td>Factor</td>
<td>Impact</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>-------------------------------------------------------------</td>
</tr>
<tr>
<td>h. Any long-term effects on the environment?</td>
<td>Long term, permanent, positive</td>
</tr>
<tr>
<td>The proposed modification would contribute to the long-term improvements of the locality as described in the project REF.</td>
<td></td>
</tr>
<tr>
<td>i. Any degradation of the quality of the environment?</td>
<td>Short term, temporary, negative</td>
</tr>
<tr>
<td>There would be a reduction in local amenity due to construction noise and vibration, particularly for out of hours works. Safeguards include a suite of measures to balance the type of activity and the impact on traffic flow and sensitive receivers.</td>
<td></td>
</tr>
<tr>
<td>j. Any risk to the safety of the environment?</td>
<td>Short term, temporary, negative</td>
</tr>
<tr>
<td>Risks to the safety of the environment are consistent with the project REF and relate to construction activities. Safeguard proposed would readily reduce and manage such risks.</td>
<td></td>
</tr>
<tr>
<td>k. Any reduction in the range of beneficial uses of the environment?</td>
<td>Short term, temporary, negative</td>
</tr>
<tr>
<td>Possible reduction in beneficial uses of the environment are consistent with the project REF and relate to construction activities. Safeguard proposed would readily reduce and manage such risks.</td>
<td></td>
</tr>
<tr>
<td>l. Any pollution of the environment?</td>
<td>Short term, temporary, negative</td>
</tr>
<tr>
<td>Potential for pollution of the environment is consistent with the project REF and relate to construction activities. Safeguard proposed would readily reduce and manage such risks.</td>
<td></td>
</tr>
<tr>
<td>m. Any environmental problems associated with the disposal of waste?</td>
<td>Short term, temporary, negative</td>
</tr>
<tr>
<td>Waste management requirements for the proposed modification are consistent with the project REF and disposal would not pose a problem for the environment.</td>
<td></td>
</tr>
<tr>
<td>n. Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?</td>
<td>Nil</td>
</tr>
<tr>
<td>o. Any cumulative environmental effect with other existing or likely future activities?</td>
<td>Short term, temporary, negative</td>
</tr>
<tr>
<td>Cumulative effects may occur as a result of major Sydney Harbour Bridge precinct and other major projects (eg Sydney Light Rail) occurring concurrently. Cross-agency coordination and communication, along with effective community consultation would minimise potential adverse impacts. Over the long term, improvements to the local environment are expected from the various major infrastructure projects underway or in planning.</td>
<td>Long term, permanent, positive</td>
</tr>
<tr>
<td>p. Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?</td>
<td>Nil</td>
</tr>
</tbody>
</table>
Matters of National Environmental Significance

Under the environmental assessment provisions of the *Environment Protection and Biodiversity Conservation Act 1999*, the following matters of national environmental significance and impacts on Commonwealth land are required to be considered to assist in determining whether the proposed modification should be referred to the Australian Government Department of the Environment.

Under the EPBC Act strategic assessment approval a referral is not required for proposed road actions that may affect nationally listed threatened species, populations, endangered ecological communities and migratory species. Impacts on these matters are assessed in detail as part of this addendum REF in accordance with Australian Government significant impact criteria and taking into account relevant guidelines and policies.

<table>
<thead>
<tr>
<th>Factor</th>
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</tr>
</thead>
<tbody>
<tr>
<td>a. Any impact on a World Heritage property?</td>
<td>Nil</td>
</tr>
<tr>
<td>b. Any impact on a National Heritage place?</td>
<td>Nil</td>
</tr>
<tr>
<td>c. Any impact on a wetland of international importance?</td>
<td>Nil</td>
</tr>
<tr>
<td>d. Any impact on a listed threatened species or communities</td>
<td>Nil</td>
</tr>
<tr>
<td>e. Any impacts on listed migratory species?</td>
<td>Nil</td>
</tr>
<tr>
<td>f. Any impact on a Commonwealth marine area?</td>
<td>Nil</td>
</tr>
<tr>
<td>g. Does the proposed modification involve a nuclear action (including uranium mining)?</td>
<td>Nil</td>
</tr>
</tbody>
</table>

Additionally, any impact (direct or indirect) on Commonwealth land? Nil
Appendix C

Stakeholder and community engagement
Sydney Harbour Bridge Southern Toll Plaza Precinct Upgrade
Community Consultation Report

September 2016
Executive summary

This report provides a summary of Roads and Maritime Services community and stakeholder consultation for the proposed night work construction schedule for the Sydney Harbour Bridge Southern Toll Plaza Precinct Upgrade Project.

The project was approved in 2012 and is an important part of a number of proposed improvements to the Sydney Harbour Bridge.

To complete the project, Roads and Maritime is proposing to:

- Work up to five nights a week at peak periods throughout the project
- Complete noisier work by midnight
- Carry out lengthier closers of up to 56 hours at a time with noisier work continuing throughout the night.

Roads and Maritime invited the community and stakeholders to provide feedback on the proposal from Wednesday 3 August to Wednesday 17 August 2016. Comments were received from 17 people, raising 27 different matters.

Key matters raised included concerns around the impact of night work on the local residents and businesses and requests for ongoing engagement.

More detailed information regarding the duration of the work was also requested. This information will be provided to the community once a more detailed schedule is finalised. The impact of the proposed night work construction schedule will be assessed and addressed in an addendum to the existing Review of Environmental Factors for the project.

Roads and Maritime thanks everyone who provided comments and to the community and stakeholders for considering the proposal.

Matters highlighted by stakeholders and the community are considered in our decision making and planning.

We will keep the community and stakeholders updated as this project progresses.
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1. Introduction

1.1. Background

In December 2012 Roads and Maritime first consulted with the community and stakeholders about the proposal to realign and resurface the traffic lanes on the Bradfield Highway, on the southern approaches to the Sydney Harbour Bridge. Following consultation on the Review of Environmental Factors (REF), the project was approved in 2012.

This project includes the removal of the toll booths on the southern approaches to the Bridge.

The toll booths cannot be removed until the tolling system on the northern side of the Sydney Harbour Bridge has been upgraded.

The plan to replace the tolling equipment was first announced in 2012, with Roads and Maritime initially developing a program for the Sydney Harbour Bridge. This was followed in 2013 by Roads and Maritime reviewing its timetable for upgrading the Sydney Harbour Tunnel tolling equipment, which resulted in a proposal to combine and upgrade both sets of equipment at the same time. This combined tolling upgrade on the north side of the Sydney Harbour Bridge and Sydney Harbour Tunnel is underway and due for completion by the end of 2016.

In August 2016, Roads and Maritime sought feedback from the community on an accelerated program of work beyond the scope detailed in the original project approval.

This report provides a summary of the community consultation for this proposal which will be assessed and addressed in an addendum to the REF on the project.

A map of the project area

Work to be completed during the upgrade includes:

- Removal of the southern toll booths
- Removal of redundant and installation of new concrete traffic barriers and kerbs
- Realigning lanes
- Improvements to drainage and underground services
- Improvements to the intersection of York and Grosvenor streets
- Trimming and removal of trees.

The project is aimed at simplifying traffic movements and reducing road safety hazards for motorists. Removal of the toll booths from the southern approaches to the Sydney Harbour Bridge where tolling operations have been carried out since the bridge was opened to traffic in 1932. Electronic tolling became fully operational in 2009, which means the additional road lanes which facilitated manual tolling are no longer required.

This project has been made possible by a separate project to modernise and relocate the bridge tolling system to a location north of the bridge, allowing an opportunity to rationalise the southern toll plaza precinct to simplify traffic movements on the bridge, improve operational flexibility and reduce road safety hazards.

Simplifying and rationalising the lanes would also support separate initiatives to improve bus travel-time reliability to Wynyard in the northern Sydney central business district.

The work proposed is an important part of a suite of projects under way or in planning to modernise the Sydney Harbour Bridge.

1.2. The proposal

Roads and Maritime is proposing an accelerated schedule of work to complete the Sydney Harbour Bridge Southern Toll Plaza Precinct Upgrade. This upgrade will involve the removal of the redundant toll booths and the realignment of lanes as well as other improvements. Where possible, work will be carried out during standard working hours, which may involve a series of traffic diversions to create available work areas.

However, due to the complexity of changing traffic conditions on the Sydney Harbour Bridge and approaches, work times will need to vary in response to the availability of lane closure permissions. As a result, the proposed accelerated schedule of work includes:

- Work up to five nights a week at various periods throughout the project
- Completion of noisier work by midnight
- Carry out lengthier closers of up to 56 hours at a time to complete larger amounts of work and reduce the number of night shifts impacting residents and road users.

Access across the Sydney Harbour Bridge will be maintained in both directions during this upgrade however the number of lanes open to traffic in the southern toll plaza precinct will be reduced while work is carried out. Any lane closures will need to be approved by the Transport Management Centre, and the community and motorists would be notified well in advance.

Roads and Maritime invited the community and stakeholders to provide feedback on the proposal from Wednesday 3 August to Wednesday 17 August 2016.
2 Consultation approach

2.1 Consultation and communication objectives

Roads and Maritime’s communication objectives for the proposal are to:

- Identify and incorporate emerging community and stakeholder matters where possible
- Identify night affected stakeholders
- Ensure key stakeholders and target audiences are identified, consulted and informed at relevant stages of the project.
- Manage stakeholder expectations through the dissemination of clear, relevant, timely and accurate information
- Engage in a manner that is collaborative, innovative, adaptive and sustainable
- Create a positive public perception and clearly communicate the project’s objectives and benefits
- Ensure community and stakeholder enquiries about the project are managed and resolved effectively
- Ensure project information is distributed in an effective and timely manner.
- Ensure the communication and engagement approach is consistent with the Sydney Harbour Bridge Project Coordination and Stakeholder Engagement Strategy.

We consulted with the community in August 2016 on this proposal specifically to:

- Seek comment, feedback, ideas and suggestions for Roads and Maritime to consider when developing an accelerated schedule of work for the upgrade. The consultation outcomes will also inform an addendum to the Review of Environmental Factors.
- Build a database of interested community members who Roads and Maritime could continue to engage and inform during the development of the proposal.

2.2 How consultation was done

Community members were encouraged to provide their feedback, leave comments and make submissions via mail, email or phone contact with the project team.

A summary of our consultation and engagement activities are listed below:
Table 1

<table>
<thead>
<tr>
<th>Community update - proposal update and Have Your Say opportunity</th>
<th>April 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Delivered to 1,500 businesses and residents living in Sydney and the Rocks (Appendices A)</td>
<td></td>
</tr>
<tr>
<td>• Directly emailed to emergency services, government agencies, large businesses and other key stakeholders in the local area.</td>
<td></td>
</tr>
<tr>
<td>Door knocking</td>
<td>• Roads and Maritime Communications and Stakeholder Engagement staff visited businesses and residences on 10 August to encourage residents to respond to the proposal by 17 August. Staff also offered to answer questions or clarify points for people if they wished.</td>
</tr>
<tr>
<td>Web Page</td>
<td>• Project webpage with latest project information.</td>
</tr>
<tr>
<td>Stakeholders meetings</td>
<td>• Meetings with stakeholders on Observatory Hill were carried out to broaden the project team’s understanding of any operational considerations relevant to putting together an accelerated schedule of work.</td>
</tr>
<tr>
<td></td>
<td>• Residential building managers and Management of hotels we also met with to discuss the proposed schedule, its impacts, and the best way to maintain communication during all phases of the upgrade.</td>
</tr>
</tbody>
</table>

3 Consultation summary

3.1 Overview

Roads and Maritime received comments from 17 people, raising 27 different matters. Key matters raised included concerns around the impact of night work on the local residents and businesses and requests for ongoing engagement.

More detailed information regarding the duration of the work was also requested. This information will be provided once a more detailed schedule is finalised.
<table>
<thead>
<tr>
<th>Category</th>
<th>Matters raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
</table>
| **Night work concerns** 7 comments | What are the alternatives to night work  
Reconsider carrying out work at night | To carry out work on State Roads in New South Wales, Roads and Maritime needs to gain some approvals. This includes obtaining a Road Occupancy License (ROL) from the Transport Management Centre (TMC).  
Where possible, and in conjunction with consultation with the TMC, work areas will be developed to allow for day work to be carried out without affecting the available traffic lanes.  
The remainder of the work has an impact on the traffic lanes, and it is not expected that ROLs would be issued to allow for lane closures during day time hours. As a result, a large proportion of work can only be carried out at night.  
The impact associated with the increase in proposed night work and the accelerated work plan will be assessed and addressed in an Addendum REF for the proposed increase in project scope. |
<p>| Noisier work should take place at a move civilised hour, that is well before midnight | When working at night, we will aim to finish noisier work by midnight, where possible. This timing has been chosen as it finds a balance between construction outcomes and respect for community needs. |                                                                                                                                                                                                                             |
| No noisier work should be carried out past midnight | Given the bridge facilitates 160,000 vehicle movements per day it is unlikely we will be able to gain access to any lane closure to facilitate an early evening start and in turn earlier than midnight finish to noisier work. |                                                                                                                                                                                                                             |
| Can noisier work be restricted to before 11pm and after 7am? | It is unlikely work will be carried out for five nights a week throughout the full duration of the project. However, when ROL’s are granted, work will be carried out to complete the project as quickly as possible and minimise the impact of an extended project timeframe on residents, businesses and road users. |                                                                                                                                                                                                                             |
| Can the noisiest work be limited to 0700hrs to 2200hrs? | More detailed updates on construction activities will be provided to those who register interest in the project through our delivery partner Ventia Boral Amey Joint Venture. |                                                                                                                                                                                                                             |
| Can noisier work be restricted to day time on the weekend? | Where possible, weekend work will be investigated. However it is not expected that ROLs would be issued to allow for lane closures during day time hours on |                                                                                                                                                                                                                             |
| Works extending to midnight and beyond, five nights a week |                                                                                                                                                                                                                             |</p>
<table>
<thead>
<tr>
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<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Roads and Maritime response</strong></td>
<td>The Addendum REF will establish noise management and mitigation measure to be implemented during the construction period.</td>
</tr>
<tr>
<td></td>
<td><strong>Noise, vibration and light at all hours</strong></td>
<td>Roads and Maritime understands the impact construction work at night can have on local residents and businesses.</td>
</tr>
<tr>
<td></td>
<td><strong>Giving us the opportunity to provide feedback is not going to change the fact that residents won’t be able to sleep at night</strong></td>
<td>Due to operational restrictions placed on construction work around Sydney, particularly on the Sydney Harbour Bridge, some work impacting of traffic lanes has to be carried out at night. While it is unavoidable residents will experience noise at night during this project, careful scheduling of the work program will assist in minimising the impact of this as much as possible. This includes carrying out noisier activities during the day and before midnight, where possible. Also scheduling periods of respite and alternating the location of site activity across the length of the work footprint will assist with minimising noise impact. More detailed information will be provided to impacted stakeholders once the program for the work is finalised.</td>
</tr>
<tr>
<td></td>
<td><strong>Even with double glazing on windows road works are still heard causing sleepless nights</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>How are residents supposed to get no sleep at night and still go to work the next morning</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Being able to sleep at night is crucial for mental and physical health</strong></td>
<td>The impact associated with the increase in proposed night work and the accelerated work plan will be assessed and addressed in an Addendum REF for the proposed increase in project scope. The Addendum REF will establish noise management and mitigation measure to be implemented during the construction period.</td>
</tr>
<tr>
<td></td>
<td><strong>How many night shifts will there be?</strong></td>
<td>At this stage Roads and Maritime is working with TMC on staging opportunities with periods of respite between each. The work is estimated to be completed in stages over a period of 18 months. The community will be notified when more detailed information is available.</td>
</tr>
<tr>
<td></td>
<td><strong>Do the road closures of 56 hours at a time also imply that noisiest work is proposed to continue for that continuous</strong></td>
<td>Any lengthier closures would be used to achieve key outcomes such as physically craning the toll booths off the bridge deck, carrying out work on the intersection of Grosvenor Street and York Street or doing a final asphalt re-sheeting. This provides a key opportunity to get an efficient block of work</td>
</tr>
<tr>
<td>Category</td>
<td>Matters raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>----------</td>
<td>----------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td></td>
<td>period?</td>
<td>achieved and would thereby reduce the total duration of the project schedule by several weeks each time. In the event of a 56 hour lane closure, noise will be intermittent. There may be periods during this closure where noisier work will be carried out, however this will not be continuous. The community will be provided with detailed information regarding the work and the expected impact in advance of the closure. Noisier work may be required beyond midnight under exceptional circumstances during the lengthier closures, but in these instances specific consultation on these activities will be carried out and noise management and mitigation measures will be implemented in accordance with the requirements set in the Addendum REF and 2012 Project REF.</td>
</tr>
<tr>
<td>Reversing alarms regarded as ‘less noisy’</td>
<td>It is a safety requirement that vehicles on construction sites be fitted out with some sort of reversing alarm. Squawkers will be used where possible to minimise impact in accordance with the noise management and mitigation measures outlined in the Addendum REF and 2012 Project REF. A squawker is a ‘non-tonal’ reversing beeper, which is used for out of hours work and has a lesser noise impact than a reversing alarm.</td>
<td></td>
</tr>
<tr>
<td>Light</td>
<td>Increased light at night due to construction work</td>
<td>Portable temporary light towers would be used during construction to provide a safe working environment. These lights are directional and are pointe on the work area. The Sydney Harbour Bridge and CBD area are already quite illuminated with street lighting. It is not expected the light produced from the day makers will have an impact on residents and businesses.</td>
</tr>
<tr>
<td>Work duration</td>
<td>What is the duration of the works?</td>
<td>At this stage work is expected to start in October. We are working with TMC on staging opportunities, while taking into consideration community impacts. The work is estimated to be completed in stages over a period of 18 months. The community will be notified when this information is available.</td>
</tr>
<tr>
<td></td>
<td>When is the project due to commence?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>What date is the project due to be completed?</td>
<td></td>
</tr>
<tr>
<td>Resurfacing</td>
<td>Will the work include resurfacing</td>
<td>There is need to broaden the scope of the proposal approved in the 2012</td>
</tr>
<tr>
<td>Category</td>
<td>Matters raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1 comment</td>
<td>of the approaches to the bridge from Grosvenor Street?</td>
<td>Project REF to include additional work in York Street and Grosvenor Street. This additional scope would be assessed and determined under an addendum to the REF. If approved, this work is expected to be carried out towards the end of the project.</td>
</tr>
<tr>
<td>Road closures</td>
<td>Will Upper Fort Street and Watson Road remain accessible?</td>
<td>The proposal to carry out additional night work and an accelerated construction plan would not result in an increase to the impact on traffic on Upper Fort Street beyond that already approved in the 2012 Project REF.</td>
</tr>
<tr>
<td>Will there be an impact to local traffic and parking availability on Upper Fort Street?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental impacts</td>
<td>Will there be any excess dust or pollutants in the air as a result of this work?</td>
<td>Dust and Air Pollution will be managed in accordance with the Construction Environmental Management Plan (CEMP) as determined in the 2012 REF. All reasonable measures will be taken to minimise impact to the environment and community.</td>
</tr>
<tr>
<td>1 comment</td>
<td>Acknowledgement that the proposed work schedule will be impactful</td>
<td>Roads and Maritime will continue to engage with the local community throughout the development and construction of the project. We understand this work will have an impact on local residents and businesses and we will continually provide updates.</td>
</tr>
<tr>
<td>Updates on schedule changes and extended noise work would be appreciated</td>
<td></td>
<td></td>
</tr>
<tr>
<td>What is the complaints procedure for those who wish to complain during the night work?</td>
<td></td>
<td>Any individual who wishes to enquire can call 1800 677 700 (24 hours). Alternatively they can email <a href="mailto:nswenquiries@vbajv.com.au">nswenquiries@vbajv.com.au</a> and a response will be provided during business hours.</td>
</tr>
</tbody>
</table>
4 Decision

After reviewing the community feedback, we have decided to proceed with the proposed accelerated schedule of work subject to the determination of an addendum to the Review of Environmental Factors for the project.

We will inform residents who made submissions and continue working with residents and businesses in the area surrounding the work locations to identify opportunities to minimise impact from the work.

We will inform the community about our work schedule before the construction activities start. Motorists will also be informed of any traffic impacts in advance.

Measures to mitigate construction impact including noise, vibration and traffic are detailed in the Review of Environmental Factors.
5 Appendices

5.1 Appendix A – Community letter inviting feedback (front)

Have your say - Night work for the Sydney Harbour Bridge Southern Toll Plaza Upgrade project

The NSW Government is funding an upgrade to the Sydney Harbour Bridge Southern Toll Plaza Precinct which involves the removal of the toll booths and realignment of lanes.

Roads and Maritime Services is delivering this project, and is seeking your feedback by Wednesday 17 August on a proposed night construction work schedule for work starting later in the year.

Have your say on the night work schedule

We plan to carry out day work wherever possible from 7am to 6pm, however due to the complexity of changing traffic conditions on the Sydney Harbour Bridge and approaches, work times may vary throughout the project.

As a result, it will be necessary to carry out work at night. We are proposing to work up to five nights a week at peak periods throughout the project.

Generally our working hours will be from 8pm to 5am for night work. We aim to complete noisier work by midnight however there may be times where noisier work continues throughout the night for the work to be completed during the road closure.

There may also be times when lengthier road closures of up to 56 hours at a time are required to complete larger amounts of work and reduce the number of night shifts impacting residents and road users. Access across the Sydney Harbour Bridge will be maintained in both directions during this work however the number of lanes open to traffic will be reduced.

Any lane closures will need to be approved by the Traffic Management Centre, and the community and motorists would be notified well in advance.

How will this work affect you?

While there will be some noise associated with this work, we will make every effort to minimise its impact by carrying out the noisiest night work by midnight. We have included a table to help explain the type of equipment and activities that will be used.

<table>
<thead>
<tr>
<th>Noisier construction activities and equipment</th>
<th>Less noisy construction activities and equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saw cutting</td>
<td>Removing and laying new asphalt</td>
</tr>
<tr>
<td>Jack hammering</td>
<td>Loading trucks with excavated material</td>
</tr>
<tr>
<td></td>
<td>Reversing alarms and moving trucks and machinery</td>
</tr>
<tr>
<td></td>
<td>Compacting new road layers</td>
</tr>
<tr>
<td></td>
<td>Line marking</td>
</tr>
</tbody>
</table>
Map of the project area

How can you give feedback?

We welcome your feedback on our proposed night work schedule by Wednesday 17 August. Please send your comments to our delivery partner via email nswenquiries@vbjv.com.au or via post:

Ventia Boral Amey Joint Venture
Communication and Stakeholder Engagement
PO Box 836 Rockdale NSW 2215

All comments received will be considered in finalising the schedule of work. An addendum to the existing Review of Environmental Factors (REF) for this project will be determined and a report summarising the comments raised during consultation and a response to each comment will be available later this year.

We will continue to keep the community updated as the project progresses. Please note that concurrent to the above consultation feedback and REF addendum process, we will be carrying out some preliminary investigation work in the area to inform future work.

Contact

If you have any questions about this project, please call our delivery partner Ventia Boral Amey Joint Venture on 1800 677 700 or email nswenquiries@vbjv.com.au

If you would like more information about other projects related to the Sydney Harbour Bridge please visit www.rms.nsw.gov.au/shb or email SydneyHarbourBridgeProjects@rms.nsw.gov.au

Translating and Interpreting Service
If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on 131 450 and ask them to telephone Ventia Boral Amey Joint Venture on 1800 677 700.
6.2 Appendix B Distribution area
Appendix D

Statutory consultation checklists
## Infrastructure SEPP

### Council related infrastructure or services

<table>
<thead>
<tr>
<th>Issue</th>
<th>Potential impact</th>
<th>Yes / No</th>
<th>If ‘yes’ consult with the relevant local council(s)</th>
<th>ISEPP clause</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stormwater</td>
<td>Are the works likely to have a <em>substantial</em> impact on the stormwater management services which are provided by council?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.13(1)(a)</td>
</tr>
<tr>
<td>Traffic</td>
<td>Are the works likely to generate traffic to an extent that will <em>strain</em> the existing road system in a local government area?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.13(1)(b)</td>
</tr>
<tr>
<td>Sewerage system</td>
<td>Will the works involve connection to a council owned sewerage system? If so, will this connection have a <em>substantial</em> impact on the capacity of any part of the system?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.13(1)(c)</td>
</tr>
<tr>
<td>Water usage</td>
<td>Will the works involve connection to a council owned water supply system? If so, will this require the use of a <em>substantial</em> volume of water?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.13(1)(d)</td>
</tr>
<tr>
<td>Temporary structures</td>
<td>Will the works involve the installation of a temporary structure on, or the enclosing of, a public place which is under local council management or control? If so, will this cause more than a <em>minor</em> or <em>inconsequential</em> disruption to pedestrian or vehicular flow?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.13(1)(e)</td>
</tr>
<tr>
<td>Road &amp; footpath excavation</td>
<td>Will the works involve more than <em>minor</em> or <em>inconsequential</em> excavation of a road or adjacent footpath for which council is the roads authority and responsible for maintenance?</td>
<td>Yes</td>
<td>City of Sydney</td>
<td>ISEPP cl.13(1)(f)</td>
</tr>
</tbody>
</table>

### Local heritage items

<table>
<thead>
<tr>
<th>Issue</th>
<th>Potential impact</th>
<th>Yes / No</th>
<th>If ‘yes’ consult with the relevant local council(s)</th>
<th>ISEPP clause</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local heritage</td>
<td>Is there a local heritage item (that is not also a State heritage item) or a heritage conservation area in the study area for the works? If yes, does a heritage assessment indicate that the potential impacts to the item/area are more than <em>minor</em> or <em>inconsequential</em>?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.14</td>
</tr>
</tbody>
</table>
### Flood liable land

<table>
<thead>
<tr>
<th>Issue</th>
<th>Potential impact</th>
<th>Yes / No</th>
<th>If ‘yes’ consult with local Council(s)</th>
<th>ISEPP clause</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flood liable land</td>
<td>Are the works located on flood liable land? If so, will the works change flood patterns to more than a minor extent?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.15</td>
</tr>
</tbody>
</table>

### Public authorities other than councils

<table>
<thead>
<tr>
<th>Issue</th>
<th>Potential impact</th>
<th>Yes / No</th>
<th>If ‘yes’ consult with</th>
<th>ISEPP clause</th>
</tr>
</thead>
<tbody>
<tr>
<td>National parks and reserves</td>
<td>Are the works adjacent to a national park or nature reserve, or other area reserved under the <em>National Parks and Wildlife Act 1974</em>?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.16(2)(a)</td>
</tr>
<tr>
<td>Marine parks</td>
<td>Are the works adjacent to a declared marine park under the <em>Marine Parks Act 1997</em>?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.16(2)(b)</td>
</tr>
<tr>
<td>Aquatic reserves</td>
<td>Are the works adjacent to a declared aquatic reserve under the <em>Fisheries Management Act 1994</em>?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.16(2)(c)</td>
</tr>
<tr>
<td>Sydney harbour foreshore</td>
<td>Are the works in the Sydney Harbour Foreshore Area as defined by the <em>Sydney Harbour Foreshore Authority Act 1998</em>?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.16(2)(d)</td>
</tr>
<tr>
<td>Bush fire prone land</td>
<td>Are the works for the purpose of residential development, an educational establishment, a health services facility, a correctional centre or group home in bush fire prone land?</td>
<td>No</td>
<td></td>
<td>ISEPP cl.16(2)(f)</td>
</tr>
</tbody>
</table>
## Growth Centres SEPP

<table>
<thead>
<tr>
<th>Issue</th>
<th>Potential impact</th>
<th>Yes / No</th>
<th>If ‘yes’ consult with</th>
<th>ISEPP clause</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clearing native vegetation</td>
<td>Do the works involve clearing native vegetation (as defined in the <em>Native Vegetation Act 2003</em>) on land that is not <em>subject land</em> (as defined in cl 17 of schedule 7 of the <em>Threatened Species Conservation Act 1995</em>)?</td>
<td>No</td>
<td></td>
<td>SEPP 18A</td>
</tr>
</tbody>
</table>