Construction Activities Management Sub-Plan

Cross River Rail – Rail, Integration and Systems Alliance

Project number:	Q01080
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Document Approval

Rev	Date	Prepared By	Reviewed By	Approved By	Remarks
A	28/06/19	UNITY – Environment Manager	UNITY – Delivery Manager		IFR
B	12/09/19	UNITY – Environment Manager	UNITY – Delivery Manager		IFR
00	19/09/19	UNITY – Environment Manager	UNITY – Delivery Manager	UNITY – Environment Manager	IFU
01	27/10/19	UNITY – Environment Manager	UNITY – Delivery Manager	UNITY – Environment Manager	IFU
02	23/06/20	UNITY – Senior Environmental Advisor	UNITY – Environment Manager		IFR
03	07/09/20			UNITY – Environment Manager	IFU
04	26/08/21	UNITY – Senior Environmental Advisor	UNITY – Environment Manager		IFR
05	05/10/21			UNITY – Environment Manager	IFU
Signature:				[redacted]	

Plan Control

This Land Management Sub-Plan (the plan) has been developed for the Cross River Rail – Rail, Integration and Systems Project.

Approvals, Revisions and Amendments

Plan approval is in accordance with Section 4.1.2 of the Construction Environmental Management Plan (C-EMP).

Plan reviews and updates is in accordance with Section 7 and Section 8.1 of the C-EMP.

Revision Details

Revision	Remarks
A	Final C-EMP for Review and endorsement by the Environmental Monitor
B	Updated to incorporate IEM comments dated 13 September 2019
00	Updated to incorporate IEM comments dated 17 September 2019 Endorsed for Early works and Enabling only
01	Updated to incorporate IEM comments dated 20 September 2019 Endorsed for All Works on 11 October 2019
02	6 monthly review and updated to incorporate changes linked to RfPC-7 and Updated O-EMP The update does not include new or additional Relevant Project Works
03	Issued for Use
04	Issued for review to the IEM 6 monthly review and update to incorporate • changes linked to RfPC-11 • addition of the Southern Area Scope of Works (Dutton Park and Buranda, excluding Buranda cross-over B3)
05	Issued for Use

1 Purpose of this Plan

This sub-plan has been prepared to comply with:

- Coordinator-General's Conditions of Approval – Appendix 1 – Part C:
  - Condition 14 (a to e), 14(g), 14(h-i); 14(h-iiiA); 14(h-ivB&C); 14(i)
- Final Outline Environment Management Plan (O-EMP):
  - Outline Construction Worksite Management Plan
  - Outline Construction Traffic Management Plan.
  - Outline Construction Vehicle Management Plan
  - Outline Spoil Placement Management Plan.

Note: For the purpose of this plan, spoil is defined as:

"any soil or rock removed from a Project worksite or work area as a consequence of undertaking Project Works. Construction spoil does not include any material, such as liquid or solid waste material, contaminated soil or water, or hazardous or toxic material, that is subject to approvals or permitting requirements for its handling or removal".

Generally, there is limited excess material to be removed from site as part of the RIS Works. Most of the excess material that cannot be re-used in the RIS Alliance's construction activities will be generated from the Queensland Rail corridor which is a brownfield corridor where material is, or is likely to be deemed, contaminated material. This material will be therefore managed in accordance with the Contaminated Land Management Sub-Plan and does not fall under the requirements of the Spoil Placement Management Requirements. The general strategy will be to keep any excess materials generated within the licenced construction area.

Only where material has been characterised as clean fill, and cannot be re-used as part of the RIS Alliance's construction activities, will the material fall under the definition of spoil.

The definition of clean fill is as per the definition of the *Environmental Protection Regulations 2008* and the *Waste Reduction and Recycling Act 2011* that is:

- Means earth that has trace elements and contaminant levels within the interim ecologically-based investigation levels for urban land use under the document 'Schedule B(1)—Guidelines on the Investigation of Soil and Groundwater', forming part of the National Environment Protection (Assessment of Site Contamination) Measure 1999, and
- Means earth that is not contaminated with waste or otherwise contaminated with a hazardous contaminant; but
- Does not include acid sulphate soil, other than acid sulphate soil that—
  - Is not contaminated with waste, or otherwise contaminated with a hazardous contaminant, other than naturally occurring iron sulphides that produce sulphuric acid when exposed to air; and
  - Has been treated in accordance with best practice environmental management, within the meaning of the *Environmental Protection Act*, section 21, for the treatment and management of acid sulfate soils, as stated in a guideline prescribed by regulation.

Component	Details
Environmental Outcome(s)	• Project construction traffic must be managed to avoid or minimise adverse impacts on road safety and traffic flow, public transport, freight rail movements, pedestrian and cyclist safety, and property access • During construction, workforce car parking must be provided and managed to avoid workforce parking on local streets • Access for emergency services to project worksites and adjoining properties must be maintained throughout construction • Practicable access must be maintained to adjacent properties throughout construction • Heavy construction vehicles must only use designated routes for spoil haulage and deliveries of major plant, equipment and materials, must be in accordance with the Construction Environmental Management Plan (C-EMP) • Designated haulage routes for each work site must follow major or arterial roads to the extent practicable and be developed in consultation with the Department of Transport and Main Roads and the Brisbane City Council (BCC) • Construction traffic must operate within the requirements of a construction traffic management sub-plan (ie. Construction Traffic Management Plan (CTMP)) incorporated within the C-EMP • The CTMP must include: – Proposed access to work sites, with local or minor roads only used where unavoidable – Local traffic management measures developed in consultation with Brisbane City Council (BCC) for key intersections in Bowen Hills, including Bowen Bridge Road, College Road and O'Connell Terrace – Specific traffic management measures developed in consultation with other key stakeholders, including: ▪ Queensland Rail regarding maintaining access to railway stations ▪ The department administering the *Transport Infrastructure Act 1994* and the BCC regarding maintaining operations for bus services along streets affected by the Project Works • Project Works must be designed, planned and implemented to maintain acceptable footpath and cycle paths in areas adjacent to project work sites in terms of capacity, legibility and pavement condition. The proponent must consult with the BCC and Queensland Rail about changes in pedestrian and cycle paths required to facilitate Project Works • Construction lighting is designed, constructed and operated to comply with the relevant standard and avoid nuisance from construction lighting on sensitive receivers and onto nearby roads, pedestrians and cycle paths, and parklands.
Relevant Area	• Key construction worksites: – Mayne Yard – RNA Showground – Victoria Park – Southern Area – F2S stations – Clapham Yard • Main likely sources of spoil: – Mayne Yard – Northern Corridor – Clapham Yard.
Relevant Works / Activities	• Haulage of spoil off-site for disposal of unsuitable material • Materials delivery such as ballast, sleepers, fill, rail tracks • Night works • Equipment delivery such as heavy plant • Project personnel travelling to and from site.

Component	Details
Performance Criteria	• Construction work sites are planned, prepared and maintained in accordance with the Construction Management Plan and associated Construction Area Plans (CAPs) and Workpacks • Safe access is maintained near the construction work sites and Project Works, including to social infrastructure and business • A CTMP is endorsed by BCC • Emergency Services are consulted during the development of the CTMP • Haulage roads are clearly defined and communicated to all haulage contractors.
Sustainability	Dis-4; Dis-5; Hea-1; Sta-1 and Sta-4
Mitigation Measure	• Construction traffic: – Undertake a Construction Traffic Assessment in accordance with the relevant manuals – Assess existing and forecast variations in traffic flow and travel time by using traffic survey data and traffic modelling – Address road user safety, including safety of pedestrians and cyclists, and CPTED in accordance with the relevant manuals – Develop Traffic Management Plans and Traffic Guidance Schemes (TGSs) for all each key area to be reviewed and approved by the relevant stakeholders inclusive of BCC and TMR – Develop CTMP sub plans for each construction work site and work stage, detailing the management of road traffic, pedestrians, cyclists, active transport systems (including CityCycle stations), rail operations, rail passengers, busway operations, bus (on-road) operations, and bus passengers – Establish a Construction Traffic Management Liaison Group (CTMLG) – A nominated traffic Officer will be employed by UNITY to ensure requirements set out in the CTMP are met – Maintain access to RNA land in accordance with agreed and approved access agreements • Spoil haulage (refer to definition of spoil): – Develop a Haulage Management Plan (HMP) as part of the Construction Management Plan to be reviewed and approved by the relevant stakeholders, including BCC and TMR – The HMP must include a road Safety Assessment – The HMP must include measures regarding the management of Spoil Haulage Vehicles to mitigate impact on traffic – Spoil haulage routes are identified based on determining most direct routes to major arterials from the available site access points – Communicate the requirements of the haulage management plan to all haulage contractors – Haulage contractors must maintain their vehicle fleet – Any excess material which cannot be relocated or reused within site will be taken to a suitably licenced landfill to accept the material – Any spoil generated from a Fire Ants Biosecurity Zone must be managed in accordance with the Biosecurity Management Plan and must be taken to a suitable disposal location (on or off site) approved to accept potential fire ant carriers • Construction work sites: – Utilisation of existing Queensland Rail access points where possible – Develop site access and facilities layout for each construction work site compound – Provide sufficient car parking for project staff at all construction work sites – Install safety fencing, hoarding, gantries, barriers, signage and clear demarcation of restricted work areas – At the Exhibition Station work site, consult with public transport operators, including Queensland Rail and TransLink, on development of special event management plans to minimise the risk of disruption from construction activities

Component	Details
	– Night lighting, including security and safety lighting, is installed and positioned to avoid light spill onto residential properties where safe to do so for workers – Fencing and/or barricading is installed at work area boundaries to ensure safety for pedestrians and cyclists and minimise distraction for motorists – Siting of buildings, static plant and material storage at compounds is optimised to mitigate visual impact – Perimeter fencing treatments are applied at compounds to mitigate visual impacts where allowed – If authorised by Queensland Rail and safe to do so (eg. wind load) materials such as saddlecloths may be retrofitted on the Rail corridor fencing to mitigate visual impact of construction activities • All aspects: – Communicate Approved Haulage Routes to all workers via the Project Induction – Undertake regular inspection and monitoring of the work areas and roads used as main haul routes near the project – Liaise with the Communication and Stakeholder Engagement Manager and the Environmental Manager on upcoming major traffic changes – Implement the management measures detailed in the Community Engagement Plan (CEP) to advise affected and potential affected stakeholders (eg. residents, Queensland Rail) – Impacts on Queensland Rail, BCC and TMR must be managed in accordance with the CTMP and CEP communication protocols – Planned impacts on Queensland Rail Operations (inclusive of station closures, passenger services) are managed in accordance with the interface agreements and through the embedded QR representatives within the Alliance – Planned impacts on Queensland Rail Operations must be approved by Queensland Rail prior to impacts occurring – Directly affected residents and surrounding businesses are provided advanced notice during project planning, and again prior to construction commencing, to provide information about the upcoming works, potential impacts, duration and proposed mitigation or minimisation measures – Comply with the approved working hours for spoil haulage and materials/ equipment delivery as detailed in the C-EMP.
Monitoring	Traffic and spoil haulage monitoring to be undertaken in accordance with the CTMP monitoring requirements. Construction worksite monitoring to be undertaken in accordance with Attachment 4 of the C-EMP and the Construction Management Plan and CTMP requirements.
Reporting	Reporting to be undertaken in accordance with the CTMP reporting requirements and Section 8.2 of the C-EMP.
Corrective Action	Corrective actions to be managed as per Section 6 of the C-EMP.
Auditing	Auditing to be undertaken as per the CTMP and Construction Management Plan auditing and review requirements.