APPENDIX A9

Compliance Tracking Program

Northern Beaches Hospital – Connectivity and Network Enhancements Project

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<td>2</td>
<td>Environmental Representative (ER)</td>
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<td>Roads and Maritime</td>
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<td>Department of Planning and Environment</td>
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<td>5</td>
<td>Project Verifier</td>
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</tbody>
</table>
Contents

1 Introduction ..............................................................................................................................................1
  1.1 Background .......................................................................................................................................1
  1.2 Project Description ............................................................................................................................1
  1.3 Environmental management system overview ..................................................................................4
  1.4 Project Approval Documentation ......................................................................................................4

2 Compliance Tracking Program requirements .......................................................................................5
  2.1 Stage 1 CoA A11(a) and Stage 2 CoA A11(a) Notification of the Secretary ...................................6
  2.2 Stage 1 CoA A11(b) and Stage 2 CoA A11(b) Periodic compliance review ...............................6
  2.3 Stage 1 CoA A11(c) and Stage 2 CoA A11(c) Compliance reporting .............................................6
  2.4 Stage 1 CoA A11(d) and Stage 2 CoA A11(d) Independent environmental auditing .................7
  2.5 Stage 1 CoA A11(e) and Stage 2 CoA A11(e) Incident reporting and response ....................8
  2.6 Stage 1 CoA A11(f) and Stage 2 CoA A11(f) Incident reporting to the Secretary ......................9
  2.7 Stage 1 CoA A11(g) and Stage 2 CoA A11(g) Rectification of non-compliance ...................10
  2.8 Stage 1 CoA A11(h) and Stage 2 CoA A11(h) Ensure project personnel aware of relevant conditions .................................................................11

Appendices

Appendix A Concept and Stage 1 Project Approval
Appendix B Stage 2 Project Approval
Appendix C Concept Proposal, Stage 1 and Stage 2 Revised Safeguards and Mitigation Measures
### Glossary / Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>CEMP</td>
<td>Construction environmental management plan</td>
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<tr>
<td>CoA</td>
<td>Condition of approval</td>
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<td>CTP</td>
<td>Compliance Tracking Program</td>
</tr>
<tr>
<td>DP&amp;E</td>
<td>Department of Planning and Environment</td>
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<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
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<tr>
<td>EPA</td>
<td>NSW Environment Protection Authority</td>
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<tr>
<td>EMS</td>
<td>Environmental management system</td>
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<tr>
<td>Environmental Representative (ER)</td>
<td>A suitably qualified and experienced person independent of project design and construction personnel employed for the duration of construction. The principal point of advice in relation to all questions and complaints concerning environmental performance.</td>
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<td>EP&amp;A Act</td>
<td><em>Environmental Planning and Assessment Act 1979</em></td>
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<tr>
<td>EPL</td>
<td>Environment Protection Licence</td>
</tr>
<tr>
<td>ERG</td>
<td>Environmental Review Group – comprising representatives of RMS, Environmental Representative, Project delivery team, regulatory authorities (EPA, OEH) and Warringah Council. The ERG will be maintained for the duration of the Project and will meet monthly. The role the ERG is to provide proactive advice on environmental management issues and review the environmental performance of the Project.</td>
</tr>
<tr>
<td>FYJV</td>
<td>Ferrovial York Joint Venture</td>
</tr>
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<td>Minister, the</td>
<td>Minister for Planning</td>
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<tr>
<td>Non-compliance</td>
<td>Failure to comply with the requirements of the Project approvals or any applicable license, permit or legal requirements.</td>
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<tr>
<td>Non-conformance</td>
<td>Failure to conform to the requirements of Project system documentation including this CEMP or supporting documentation.</td>
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<tr>
<td>OEH</td>
<td>Office of Environment and Heritage</td>
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</table>
| Project, the | Northern Beaches Hospital – Connectivity and Network Enhancements:  
  - Stage 1 – Hospital Connectivity Enhancement Works; and  
  - Stage 2 – Network Enhancement Works. |
| RMS          | Roads and Maritime Services |
| Secretary    | Secretary of the NSW Department of Planning and Environment (or delegate) |
| SPIR         | Submissions and Preferred Infrastructure Report |
1 Introduction

1.1 Background

This Compliance Tracking Program (CTP) has been prepared to address the requirements of Stage 1 Condition of Approval (CoA) A11 and Stage 2 CoA A11 of the Northern Beaches Hospital – Connectivity and Network Enhancements Project (the Project). The CTP describes the approach adopted to track compliance with the requirements of the Stage 1 (Appendix A) Project Approvals and the Stage 2 (Appendix B) Project Approvals during the design, construction and operation of each respective stage of the Project.

The Project is being designed and constructed in a joint venture consisting of Ferrovial Agroman (Australia) Pty Ltd and York Civil (FYJV), with overall project management and supervision of the project by Roads and Maritime Services (RMS).

Ferrovial York Joint Venture (FYJV) and RMS are jointly responsible for compliance with the Project Approvals.

1.2 Project Description

The Project comprises road upgrades to enhance connectivity of the existing road network surrounding the Northern Beaches Hospital at Frenchs Forest, within the Warringah local government area (LGA) on Sydney's Northern Beaches. RMS is planning and delivering the road upgrades in two stages as shown in Figure 1-1.

![Figure 1-1 Project location and staging](image)

The Stage 1 Connectivity Enhancement Works (Stage 1), will provide the essential road works to enhance connectivity to the hospital, and the Stage 2 Network Enhancement works to improve the broader network capacity (Stage 2). Collectively, Stage 1 and Stage 2 of the Project will include the following:
- widening of Warringah Road from west of Fitzpatrick Avenue to the east of Allambie Road to include:
  - subsurface eastbound and westbound travel lanes in slot (underpass), through the middle of the Warringah Road corridor, generally from west of Forest Way through to east of Wakehurst Parkway;
  - surface eastbound and westbound lanes running parallel to the slot as part of the Warringah Road corridor to provide access to side roads and the Northern Beaches Hospital; and
  - upgrades to intersections with Forest Way, Hilmer Street and Wakehurst Parkway at surface level;
- widening, intersection upgrades, new signalised intersections and potential changes to access along sections of Forest Way, Naree Road, Frenchs Forest Road and Allambie Road;
- widening of Wakehurst Parkway from north of the intersection with Frenchs Forest Road to south of Aquatic Drive;
- provision of a new connection at Aquatic Drive and Wakehurst Parkway and traffic management measures along a number of local roads;
- substantial utility relocations, including water, sewer mains, telecommunication, electricity and gas services; and
- ancillary works for construction including, but not limited to, construction compounds and stockpile sites.

**Stage 1 Works**

The key features of Stage 1 Project comprise:
- widening and intersection upgrades along sections of Forest Way between about 100 metres north of Warringah Road to south of Adams Street;
- upgrade of the existing bus stop fronting the Forest Way shopping centre on Forest Way, to accommodate two buses within the bay;
- widening of Naree Road, Frenchs Forest Road West and a section of Frenchs Forest Road East from the Wakehurst Parkway intersection to Allambie Road;
- provision of traffic signals with pedestrian crossings at Naree Road and Forest Way; at Naree Road, Frenchs Forest Road West and Rabbett Street; on Frenchs Forest Road West at a new access to the hospital opposite Gladys Avenue; at Frenchs Forest Road East and Romford Road; and at Frenchs Forest Road East, Patanga Road and Allambie Road;
- provision of dedicated kerb side bus lanes along approaches and departures to the Frenchs Forest Road intersection with Wakehurst Parkway;
- widening and upgrades to the intersection of Frenchs Forest Road and Wakehurst Parkway;
- widening of the Wakehurst Parkway from about 330 metres north of the intersection with Frenchs Forest Road to the intersection with Warringah Road;
- widening of Allambie Road to the north of the intersection with Warringah Road;
- widening and upgrade to the Warringah Road and Allambie Road (north) intersection; and
- widening of Warringah Road west of Allambie Road for about 700 metres just to the east of Courtley Road.

The Stage 1 Project would also include drainage works, landscaping, property acquisition and adjustments, utility relocations (which may be required to extend into surrounding streets), as
well as ancillary works during construction. The ancillary works would include but not be limited to construction compounds, sedimentation basins, and stockpile sites.

**Stage 2 Works**

The key features of the Stage 2 Project comprise:

- provision of four through lanes on Warringah Road (two lanes in each direction for east-west through traffic) within a grade separated open ‘slot’ (or underpass) for about 1.3 kilometres. Ingress and egress points from and to the slot include:
  - Western extent – Warringah Road near Fitzpatrick Avenue East;
  - Eastern extent – Warringah Road from about 350 metres east of the Wakehurst Parkway grade separated intersection; and
  - Provision of a two-lane on-ramp (merging into one lane) from Wakehurst Parkway (southbound) into the slot (westbound).
- widening of Warringah Road from west of Fitzpatrick Avenue East to west of Allambie Road to include surface level lanes for the length of the project:
  - westbound travel lanes on the southern side of the Warringah Road corridor;
  - eastbound travel lanes on the northern side of the Warringah Road corridor (generally using existing road pavement);
  - the intersections of Warringah Road with Forest Way, Hilmer Street and Wakehurst Parkway to form a surface level bridge over the slot to provide for traffic movements at surface level and allow east-west through traffic in the slot to pass beneath uninterrupted;
  - upgrades or adjustments to existing intersections of Warringah Road with Fitzpatrick Avenue East, Rodborough Road and Allambie Road;
  - widening of Wakehurst Parkway from the intersection of Warringah Road to south of Aquatic Drive; and
  - provision of a new connection at Aquatic Drive including right in from Wakehurst Parkway (northbound), left in from Wakehurst Parkway (southbound) and left out from Aquatic Drive onto Wakehurst Parkway (southbound).
- provision of shared (pedestrian and cyclist) bridges at the following locations:
  - across Warringah Road west of the intersection of Forest Way (removal and replacement of the existing pedestrian bridge); and
  - across Warringah Road on the western side of the intersection with Hilmer Street (new pedestrian bridge).
- removal of the existing pedestrian crossing across Warringah Road at Hilmer Street;
- shared paths and footpaths on sections of Warringah Road, Wakehurst Parkway, Forest Way, Aquatic Drive and Allambie Road; and
- drainage work, landscaping, property acquisition and adjustments, utility relocations, as well as ancillary work during construction.
1.3 Environmental management system overview

The Construction Environmental Management Plan (CEMP) is the primary system to manage and control the environmental aspects of the Project during pre-construction and construction. It provides the overall framework for the system and procedures to ensure environmental impacts are minimised and legislative and other requirements are fulfilled.

The strategies defined in the CEMP have been developed with consideration of the conditions in the Stage 1 and Stage 2 Project Approvals, safeguards and mitigation measures presented in the environmental assessment and approval documents. The CEMP establishes the system for implementation, monitoring and continuous improvement to minimise impacts from the Project on the environment.

This CTP is part of the suite of environmental management documents prepared for the Project.

1.4 Project Approval Documentation

Documentation relevant to the CTP includes:

- Northern Beaches Hospital – Stage 1 - Hospital Connectivity Enhancement Works – Environmental Impact Statement (SMEC, 2014);
- Northern Beaches Hospital – Stage 1 - Hospital Connectivity Enhancement Works – Submissions and Preferred Infrastructure Report (SPIR) (SMEC, 2015);
- Stage 1 Project Approval (approved by the Minister for Planning on 29 June 2015);
- Northern Beaches Hospital – Stage 2 - Road Connectivity and Network Enhancements EIS (SMEC, 2015);
- Northern Beaches Hospital – Stage 2 - Connectivity and Network Enhancements Stage 2 Submissions Report (SMEC, 2015); and
- Stage 2 Project Approval (approved by the Minister for Planning on 25 February 2016).
2 Compliance Tracking Program requirements

The requirements of Stage 1 CoA A11 and Stage 2 CoA A11 are listed in Table 1 below, together with the cross-reference to where the requirement is addressed in this CTP.

Table 1: Stage 1 CoA A11 and Stage 2 CoA A11 Compliance Tracking

<table>
<thead>
<tr>
<th>Stage 1 and Stage 2 Requirement</th>
<th>Stage 1 Reference</th>
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<tr>
<td>The Proponent must prepare and implement a <strong>Compliance Tracking Program</strong> to track compliance with the requirements of this approval. The Program must be submitted to the Secretary for approval prior to the commencement of construction and operate from the date of its approval for a minimum of 18 months following commencement of operation.</td>
<td>This document</td>
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<td>The Program must include, but not necessarily be limited to:</td>
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<td>a) provisions for the notification of the Secretary and the relevant council prior to the commencement of construction and prior to the commencement of operation of the SSI (including prior to each stage, where works are being staged);</td>
<td>Section 2.1</td>
<td>Section 2.1</td>
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<tr>
<td>b) provisions for periodic review of the compliance status of the SSI against the requirements of this approval;</td>
<td>Section 2.2</td>
<td>Section 2.2</td>
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<td>c) provisions for periodic reporting of compliance status to the Secretary, including but not limited to:</td>
<td>Section 2.3</td>
<td>Section 2.3</td>
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<td>(i) a Pre-Construction Compliance Report prior to the commencement of construction;</td>
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<td>(ii) Construction Compliance Reports, at six months intervals following commencement of construction and subsequent submission timeframes to be directed by the Secretary if necessary, following review of the Reports for the duration of construction; and</td>
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<tr>
<td>(iii) a Pre-Operation Compliance Report prior to the commencement of operation;</td>
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<td>d) a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 -Guidelines for Auditing Management Systems;</td>
<td>Section 2.4</td>
<td>Section 2.4</td>
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<td>e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;</td>
<td>Section 2.5</td>
<td>Section 2.5</td>
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<td>f) provisions for reporting environmental incidents to the Secretary and relevant public authorities during construction in accordance with Conditions A12 and A13;</td>
<td>Section 2.6</td>
<td>Section 2.6</td>
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<td>g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and</td>
<td>Section 2.7</td>
<td>Section 2.7</td>
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<td>h) provisions for ensuring all employees, contractors and subcontractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.</td>
<td>Section 2.8</td>
<td>Section 2.8</td>
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2.1 Stage 1 CoA A11(a) and Stage 2 CoA A11(a)

Notification of the Secretary

Provisions for the notification of the Secretary and the relevant council prior to the commencement of construction and prior to the commencement of operation of the SSI (including prior to each stage, where works are being staged).

Construction of Stage 1 and Stage 2 of the Project will not commence until the written approval by the Secretary of the CEMP, associated environmental plans and other relevant documentation required by the respective Stage 1 and Stage 2 Project Approvals have been received.

RMS will advise the Secretary and Warringah Council in writing prior to the commencement of construction and prior to commencement of operation of Stage 1 and Stage 2 respectively.

2.2 Stage 1 CoA A11(b) and Stage 2 CoA A11(b)

Periodic compliance review

Provisions for periodic review of the compliance status of the SSI against the requirements of this approval.

FYJV will report to RMS on compliance with the Conditions of the Stage 1 Approvals and the Stage 2 Approvals on a 3 monthly basis, commencing prior to any works being carried out on site. Any non-compliances will be reported to RMS. The Stage 1 Project Approvals and the Stage 2 Project Approvals are provided in Appendix A and Appendix B respectively.

The Stage 1 and the Stage 2 Revised Safeguards and Management Measures are provided in Appendix C.

Based on this information, RMS will carry out a review of the compliance status of the Project every 3 months during the construction phase. Evidence of compliance will be documented in the Compliance Tracking Report (refer Section 2.3 below).

2.3 Stage 1 CoA A11(c) and Stage 2 CoA A11(c) Compliance reporting

Provisions for periodic reporting of compliance status to the Secretary, including a Pre-Construction Compliance Report prior to the commencement of construction, and a Pre-Operation Compliance Report prior to the commencement of operation. These reports may be staged to suit the staged construction/operation of the SSI.

2.3.1 Periodic compliance reporting

The RMS will provide periodic reporting of compliance status against the requirements of the Stage 1 CoA and the Stage 2 CoA and the Revised Safeguards and Management Measures for each Stage to the Secretary in the form of a Six Monthly Compliance Tracking Report.

The Compliance Tracking Reports will be provided to the Secretary:

- Prior to the commencement of construction of Stage 1 of the project (Stage 1 Pre-Construction Compliance Report) as specified by Stage 1 CoA A11(c)(i), and prior to the commencement of construction of Stage 2 of the project (Stage 2 Pre-Construction Compliance Report) as specified by Stage 2 CoA A11(c)(i);
Six monthly during construction of the Project (Six Monthly Compliance Report) commencing six months after the Stage 1 Pre-Construction Compliance Report as specified by Stage 1 CoA A11(c)(ii); and

Prior to the commencement of operation of Stage 1 of the project (Stage 1 Pre-Operation Compliance Report) as specified by Stage 1 CoA A11(c)(iii), and prior to the commencement of operation of Stage 2 of the project (Stage 2 Pre-Operation Compliance Report) as specified by Stage 2 CoA A11(c)(iii).

The Compliance Tracking Report will cover:

- the Stage 1 Project and the Stage 2 Project respectively;
- the scope of the activities undertaken during the reporting period;
- the performance of environmental controls that have been implemented;
- compliance with the Stage 1 and the Stage 2 Project Approvals and RSMMs;
- any non-compliances during the reporting period;
- details of any incidents recorded and actions taken during the reporting period;
- outcomes of monitoring undertaken over the reporting period and review of compliance against relevant criteria;
- significant outcomes of audits and inspections undertaken during the reporting period; and
- detail of substantiated environmental complaints received, responses taken and current status (i.e. open or closed).

Specifically, the review of compliance for individual CoAs will include:

- the stage of the Project to which it relates (pre-construction, construction, pre-operation or operation);
- compliance status (compliant, non-compliant, partially compliant);
- responsibility for compliance (Contractor or RMS);
- evidence of compliance; and
- a record of approvals issued to date by the Secretary of the Department of Planning and Environment (DP&E).

2.3.2 Operational compliance reporting

Within 12 months of the commencement of operation of the Project, RMS will submit an Operational Noise Report to the Secretary and the EPA.

An Operational Traffic Performance Review is also required to be submitted by RMS to the Secretary six months following operation of Stage 1, six months following operation of the NBH Project, and six months following the operation of Stage 2.

2.4 Stage 1 CoA A11(d) and Stage 2 CoA A11(d)

Independent environmental auditing

A program for independent environmental auditing in accordance with ISO 19011:2003 - Guidelines for Quality and/or Environmental Management Systems Auditing.

FYJV and RMS will ensure that independent environmental audits are undertaken in accordance with ISO 19011:2003 - Guidelines for Quality and/or Environmental Management Systems Auditing annually during construction.

The scope of the independent environmental audits will include:
- assessment of compliance with the Stage 1 and Stage 2 CoAs;
- assessment of environmental performance against relevant environmental project criteria; and
- assessment of environmental mitigation measures and recommendations provided in environmental management plans.

The Auditor will be selected based on the following criteria:
- suitable environmental qualifications, including current certification as environmental auditor under the Quality Society of Australia;
- relevant experience in similar types of audits; and
- independent from the Project.

Independent environmental audits will be undertaken six monthly during construction of the Project, with the first audit scheduled approximately 6 months after the submission of the Stage 1 Pre-Construction Compliance Tracking Report to the Secretary.

2.5 Stage 1 CoA A11(e) and Stage 2 CoA A11(e) Incident reporting and response

Mechanisms for recording environmental incidents during construction and actions taken in response to those incidents.

The Roads and Maritime Environmental Incident Classification and Reporting Procedure, provided in Appendix A8 of CEMP, will be implemented for the Project. Refer also Chapter 7 of the CEMP.

The Roads and Maritime procedure broadly indicates a process for:
- Types of incidents.
- Criteria for classifying of environmental incidents.
- Processes for systematically responding to and managing emergency situations.
- Processes, and legal requirements (e.g. Acts, Regulations, EPL), for reporting and notification of an environmental incident.

Environmental incidents will generally be notified verbally immediately and in writing within 1 hour of an environmental incident occurring to the RMS Environment Branch representative and the ER. Incident reports will be provided to the RMS Environment Branch representative and the ER within 24 hours of the incident occurring, including lessons learnt from each environmental incident and proposed measures to prevent the occurrence of a similar incident.

All efforts will be immediately undertaken to avoid and reduce impacts of incidents and suitable controls put in place. Incidents will be closed out as quickly as possible, taking all required action to resolve each environmental incident.

The Roads and Maritime Environment Branch and the FYJV Project team will maintain records relating to environmental incidents.

All necessary contact numbers will be identified in advance and stored for immediate access should a pollution incident need to be notified. These contact numbers will also be identified in the Pollution Incident Response Management Plan prepared for the Project.

The Project team will maintain all records relating to environmental incidents on the FYJV project drive and the project quality assurance and document control system, TeamBinder.
2.5.1 Recording Environmental Incidents

All incidents will be documented, and where required, due to the severity or ongoing nature of the incident, investigations conducted and action plans established in order that the event does not occur again.

Where lessons are learnt from the investigation or current procedures are identified as being ineffective, the CEMP will be revised by the Environmental Manager to include the improved procedures or requirement.

An environmental investigation includes the following basic elements:

- Identifying the cause, extent and responsibility of the incident.
- Identifying and implementing the necessary corrective action. Implementing or modifying controls necessary to avoid a repeat occurrence of the incident.
- Identifying the personnel responsible for carrying out the above actions.
- Recording any changes in written procedures required.
- Verification of actions complete and incident close out.

Roads and Maritime form 624 Environmental Incident Report shall be used when completing an incident investigation.

2.6 Stage 1 CoA A11(f) and Stage 2 CoA A11(f)

Incident reporting to the Secretary

Provisions for reporting environmental incidents to the Secretary and relevant public authorities during construction.

In accordance with Stage 1 CoA A13 and Stage 2 CoA A13, the Secretary and relevant public authorities will be notified of any incident with actual or potential significant environmental harm on people or the biophysical environment within 24 hours of becoming aware of the incident. FYJV will provide the RMS Environment Branch representative with full written details of the incident in a timeframe such that the RMS can provide the details to the Secretary within seven days of the date on which the incident occurred.

Where incidents are considered to be minor, i.e. do not meet the criteria above, they will be reported to the Secretary in the Six Monthly Compliance Tracking Report.

The EPA will be notified of any environmental incidents or pollution incidents on or around the site via the EPA Environment Line (telephone 131 555) in accordance with Part 5.7 of the Protection of the Environment Operations Act 1997 (NSW) (POEO Act).

Immediate notification to EPA, RMS and the ER will be undertaken of any incident which causes actual or potential material harm to the health or safety of human beings or ecosystems;

is not minor; or if actual or potential loss or property damage (including clean-up costs) associated with a pollution incident exceeds $10,000. The following organisations, as relevant, will also be notified immediately:

- EPA (via the EPA pollution line 131 555);
- Ministry of Health (via the Public Health Unit);
- WorkCover Authority;
- Local Authority (Warringah Council);
- Fire and Rescue NSW.
The Secretary would also be notified in accordance with the provisions of Stage 1 CoA A12 and Stage 2 CoA A12. Where an incident involves an Aboriginal site, relevant Registered Aboriginal Parties will be notified and their input sought in closing out the incident.

2.7 Stage 1 CoA A11(g) and Stage 2 CoA A11(g)

Rectification of non-compliance

<table>
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<tr>
<th>Procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management.</th>
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A non-conformance is the failure or refusal to comply with the requirements of this CEMP and supporting documentation. This may be a procedural, administrative or technical breach that relates to the preparation or submission of documents reports or other correspondence, identified as a Category 2 incident in the CEMP Appendix A8 Environmental Incident Classification and Reporting Procedure.

Where a non-compliance has been identified, a corrective / preventative action (or actions) will be implemented.

Any member of the Project team may raise a non-conformance or improvement opportunity. FYJV’s Quality Plan describes the process for managing non-conforming work practises and initiating corrective/preventative actions or system improvements. The ER, RMS Environment Branch representative or public authority may also raise a non-conformance or improvement opportunity using the same process.

Non-conforming activities may be stopped, if necessary, by the FYJV Environmental Manager, Environmental Officers or Project / Site Engineer following consultation with the Construction Manager or delegate. The works will not commence until a corrective / preventative action has been closed out. The ER may also stop works in these circumstances. In such circumstances a non-conformance report must be prepared in accordance with the Quality Plan.

2.7.1 Close out of non-compliance

Non-compliances and the corresponding close-out actions are to be recorded on Q&E(AUS)-F/10-01-03 Audit Closure Report or equivalent form. A copy of the Audit Report and the Audit Closure Report will be distributed to the project team for resolution according to the timeframe agreed in the audit closeout meeting.

Upon completion of the actions, the Quality Manager should sign the Audit Closure Report then on-forwarded to the Auditor for verification.

Closeout will be based on objective evidence that actions have been taken and are effective.

For each non-conformance identified a corrective/preventative action (or actions) must be implemented. In addition any environmental management improvement opportunities can be initiated as a result of incidents or emergencies, monitoring and measurement, audit findings or other reviews. Improvement opportunities may also result in the implementation of corrective/preventative actions.

The close-out of required actions will be reviewed during ER inspections, and the ER will be actively involved in the review and resolution of non-compliances.

Section 8.6 of the CEMP also provides information on non-conformity, corrective and preventative actions.
2.8 Stage 1 CoA A11(h) and Stage 2 CoA A11(h)

Ensure project personnel aware of relevant conditions

| Provisions for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities. |

In accordance with Section 5.1 of the CEMP, all personnel, including employees, contractors, sub-contractors, are required to attend a compulsory site induction that includes an environmental component prior to commencement on-site. FYJV’s Environmental Manager (or delegate) will conduct the environmental component of the site induction. The environmental component will include:

- relevant details of the CEMP including purpose and objectives;
- key environmental issues;
- conditions of environmental licences, permits and approvals;
- specific environmental management requirements and responsibilities;
- mitigation measures for the control of environmental issues;
- incident response and reporting requirements; and
- information relating to the location of environmental constraints.

A record of all environment inductions will be maintained and kept on-site.

The RMS Environment Branch representative will review and endorse the induction program and monitor its implementation.

The inductions will be supported by ongoing toolbox talks, training and daily pre-start meetings (Sections 5.2 and 5.3 of the CEMP respectively).
Appendix A
Concept and Stage 1 Project Approval Conditions
Establish a Strategy for the establishment of community-based forums that focus on key environmental management issues. The Strategy shall provide detail on the structure, scope, objectives and frequency of the community-based forums; procedures and mechanisms that would be implemented to resolve issues/disputes that may arise between parties on the matters relating to environmental management and the delivery of the SSI.

The Proponent shall maintain and implement the Strategy throughout construction of the Concept Proposal and each subsequent SSI stage. The Strategy shall be made available on the website (or dedicated pages) required by this approval.

Prior to the commencement of construction of each subsequent SSI stage, or as otherwise agreed by the Secretary, the Proponent shall ensure that the following are available for community enquiries and complaints for the duration of construction.

- A written copy of this approval and any future modification to this approval;
- A copy of the documents referred to under condition A2 of this approval, and any documentation supporting modifications to this approval that may be granted from time to time;
- A copy of the documents referred to under condition A1 of this approval, and any documentation supporting modifications to the documents referred to under condition A1 of this approval that may be granted from time to time;
- A copy of the documents referred to under condition A2(a) to A2(c) inclusive, and any other document listed from condition A2(a) to A2(c) inclusive, the most recent document shall prevail to the extent of the inconsistency.
- A copy of any document listed from condition A2(a) to A2(c) inclusive, and any other document listed from condition A2(a) to A2(c) inclusive, the most recent document shall prevail to the extent of the inconsistency.

The Proponent shall ensure that information on the current implementation status of the SSI: either party may refer the matter to the Secretary for resolution. The Secretary's determination of any such dispute shall be final and binding on the parties.

The Secretary's Environmental Assessment Requirements as described in the table and attached from the Secretary of the Department of Planning and Environment as issued on the 16 September 2010 shall be met.

The Secretary shall consider the information contained in this attachment when assessing the suitability of the project. This information shall be made available on the website (or dedicated pages) required by this approval.

The Secretary shall assess the information contained in this attachment when determining the suitability of the project. This information shall be made available on the website (or dedicated pages) required by this approval.
Sub Ref. | CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL | Phase | Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
---|---|---|---
A) | In the event of an inconsistency between the environment management plan and any other plan or program that may be required by any other relevant council or relevant authority, the environment management plan must be amended and submitted for approval to the relevant council or relevant authority. | Pre-Construction | Ferrovial York Joint Venture
B) | The Proponent and all contractors and subcontractors must ensure that all notifications made under this clause are clear and concise and include particulars of the nature of the incident. | Pre-Construction | Ferrovial York Joint Venture
C) | The Plan of Management of Surface Water Quality of the SSI, which shall includes works and activities during construction and operation of the SSI, including emergencies and spill events, that have the potential to impact on surface water quality of potentially affected waterways; | Pre-Construction | Ferrovial York Joint Venture
D) | The Proponent shall ensure that any strategy, plan or program shall include operational arrangements, contingency measures and mechanisms for recording environmental incidents during construction and actions taken in response to those incidents; | Pre-Construction | Ferrovial York Joint Venture
E) | The Proponent shall be responsible for environmental impacts resulting from the actions of all persons that it invites onto the site, including contractors, sub-contractors and visitors. | Pre-Construction | Ferrovial York Joint Venture
F) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
G) | The Plan of Management of Surface Water Quality of the SSI, which shall includes works and activities during construction and operation of the SSI, including emergencies and spill events, that have the potential to impact on surface water quality of potentially affected waterways; | Pre-Construction | Ferrovial York Joint Venture
H) | The Proponent shall notify the Secretary of any changes in any of the approved plans or documents or in any documentation that is required under this condition if the Site is to be adjusted or relocated. | Pre-Construction | Ferrovial York Joint Venture
I) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
J) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
K) | Where any strategy, plan or program may be attached to a progressive basis, the Proponent shall ensure that the existing operating conditions on site are covered by suitable strategies, plans or programs at all times, and that all elements of the strategy, plan or program shall be ready to be implemented when necessary. | Pre-Construction | Ferrovial York Joint Venture
L) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
M) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
N) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
O) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
P) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
Q) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
R) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
S) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
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U) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
V) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
W) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
X) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
Y) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture
Z) | The Proponent shall ensure that any strategy, plan or program is submitted for approval to the relevant council/authorities at the time of implementation of any actions or measures contained within these reports, plans or correspondence. | Pre-Construction | Ferrovial York Joint Venture

Part II - Environmental Performance

1. The Proponent shall maintain a management system to ensure that all water quality parameters are determined and controlled to meet the conditions of this approval, and that all water quality related parameters are determined and controlled to meet the conditions of this approval.
2. The Proponent shall ensure that all water quality related parameters are determined and controlled to meet the conditions of this approval.
3. The Proponent shall ensure that all water quality related parameters are determined and controlled to meet the conditions of this approval.
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46. The Proponent shall ensure that all water quality related parameters are determined and controlled to meet the conditions of this approval.
47. The Proponent shall ensure that all water quality related parameters are determined and controlled to meet the conditions of this approval.
Sub Ref. to reflect local and regional cycle plans and to ensure that on and off road cycle infrastructure is delivered to provide seamless connectivity (including between stages of the Concept Proposal); and

including traffic monitoring having to, the required measures, including

that is consistent with the intended land use. A fine (see Audit Statement). It is intended that the contaminated areas have been reclassified to be consistent with the intended land use and shall be notified to the Secretary and Relevant Council prior to operation of the site.

The Proponent shall not destroy, modify or otherwise physically affect any heritage items outside the SSI footprint. This includes Aboriginal Heritage sites Trefoil Creek 1 and Trefoil Creek 2, unless otherwise agreed by the Secretary following consultation with the OEH.

A qualified expert shall be commissioned to undertake an ecological risk assessment of bacteria associated with a single release event on the site, and such measures are likely to be needed for the identification, selection and evaluation of low risk mitigation measures that would be implemented in the event of changes to habitat usage patterns directly attributable to the construction or operation of the project; and

Toadlet Landscape Strategy, in accordance with the objectives of the NSW Biodiversity Conservation Code.

The Proponent shall not be required to prepare a Plan for the management of the Park unless otherwise agreed by the Secretary. The Plan shall present an integrated urban and landscape design for the SSI, and shall include, but not necessarily be limited to:

mitigation measures identified in Northern Beaches Hospital Connectivity and Network Enhancements: Concept Proposal and Stage 1 Urban Design and Landscape Character and Visual Impact Assessment,

The Plan shall present an integrated urban and landscape design for the SSI, and shall include, but not necessarily be limited to:

mitigation measures identified in Northern Beaches Hospital Connectivity and Network Enhancements: Concept Proposal and Stage 1 Urban Design and Landscape Character and Visual Impact Assessment,

The Plan shall present an integrated urban and landscape design for the SSI, and shall include, but not necessarily be limited to:

mitigation measures identified in Northern Beaches Hospital Connectivity and Network Enhancements: Concept Proposal and Stage 1 Urban Design and Landscape Character and Visual Impact Assessment,

The Plan shall present an integrated urban and landscape design for the SSI, and shall include, but not necessarily be limited to:
Soil and water management measures consistent with Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition (Landcom, 2004) shall be employed during the construction of the SSI to minimize soil erosion and the discharge of sediment and other pollutants to land and/or waters.

Use of pesticides shall be limited to those necessary for the health and safety of the public, by appropriate application methods and techniques, by compatible species to the extent practicable.

2.4 The SSI shall be constructed with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline (DECC, 2009). All feasible and reasonable noise mitigation procedures to be undertaken shall be specified in the Interim Construction Noise Guideline.

Part C – Construction Environmental Management

2.2 The Construction / Operation Plan shall detail the design features, built elements, transport infrastructure, signage, lighting and building materials (including retaining walls) including, but not limited to, colour schemes and finishes of built features.

2.2.3 The SSI shall be constructed with the aim of achieving the following construction vibration goals:

   a. Vibration levels shall not exceed that of the local noise perturbance levels unless there is evidence that such levels are necessary for public safety.
   b. Vibration levels shall be reduced to the local noise perturbance levels to the extent practicable.
   c. Actions shall be taken to reduce vibration from construction activities to the extent practicable.
   d. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
   e. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
   f. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
   g. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
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   i. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
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   m. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
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   o. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
   p. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
   q. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
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   u. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
   v. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
   w. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
   x. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
   y. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.
   z. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce vibration from construction activities.

Note: The Interim Construction Noise Guideline identifies ‘particularly annoying’ activities that require the addition of 5dB(A) to the predicted level before comparing to the construction NML.

2.2.4 The SSI shall be constructed to meet the following noise management objectives:

   a. Noise levels shall not exceed those experienced in the vicinity of the SSI.
   b. Noise levels shall be reduced to those experienced in the vicinity of the SSI to the extent practicable.
   c. Actions shall be taken to reduce noise from construction activities to the extent practicable.
   d. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce noise from construction activities.
   e. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce noise from construction activities.
   f. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce noise from construction activities.
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   z. Actions, such as the use of rubber mats under machinery, may be undertaken to reduce noise from construction activities.

Note: The Interim Construction Noise Guideline identifies ‘particularly annoying’ activities that require the addition of 5dB(A) to the predicted level before comparing to the construction NML.

The Plan may be submitted in Stages to suit a staged construction program of the SSI.

Compliance Tracking Program Appendix A – Concept and Stage 1 Project Approvals
In the event of an inconsistency between the requirements listed from (a) to (c) above, the most stringent requirement shall prevail to the extent of the inconsistency.

3.12.3 The location of the ancillary facilities shall be identified in the Construction Environment Management Plan required under condition C27.

3.14.1 The Proponent shall provide an Environmental Risk Analysis in accordance with condition C28. These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the same local environment.

3.14.3 The Proponent shall provide a Potential Biodiversity Offset Package. A potential biodiversity offset package cannot be considered as the offset of the SSI in its entirety. The package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align as far as is feasible and reasonable, with the Biodiversity Offset Strategy of the NSW Biodiversity Advisers Group for Major Projects. DECCW, 2010 and developed in consultation with now to meet the requirements of SDA unless otherwise agreed by the Secretary.

3.15.1 These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the same local environment.

3.15.2 The Proponent shall provide a Potential Biodiversity Offset Package. A potential biodiversity offset package cannot be considered as the offset of the SSI in its entirety. The package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align as far as is feasible and reasonable, with the Biodiversity Offset Strategy of the NSW Biodiversity Advisers Group for Major Projects. DECCW, 2010 and developed in consultation with now to meet the requirements of SDA unless otherwise agreed by the Secretary.

3.16.1 These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the same local environment.

3.16.2 The Proponent shall provide a Potential Biodiversity Offset Package. A potential biodiversity offset package cannot be considered as the offset of the SSI in its entirety. The package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align as far as is feasible and reasonable, with the Biodiversity Offset Strategy of the NSW Biodiversity Advisers Group for Major Projects. DECCW, 2010 and developed in consultation with now to meet the requirements of SDA unless otherwise agreed by the Secretary.

3.17.1 These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the same local environment.

3.17.2 The Proponent shall provide a Potential Biodiversity Offset Package. A potential biodiversity offset package cannot be considered as the offset of the SSI in its entirety. The package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align as far as is feasible and reasonable, with the Biodiversity Offset Strategy of the NSW Biodiversity Advisers Group for Major Projects. DECCW, 2010 and developed in consultation with now to meet the requirements of SDA unless otherwise agreed by the Secretary.

3.18.1 These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the same local environment.

3.18.2 The Proponent shall provide a Potential Biodiversity Offset Package. A potential biodiversity offset package cannot be considered as the offset of the SSI in its entirety. The package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align as far as is feasible and reasonable, with the Biodiversity Offset Strategy of the NSW Biodiversity Advisers Group for Major Projects. DECCW, 2010 and developed in consultation with now to meet the requirements of SDA unless otherwise agreed by the Secretary.

3.19.1 These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the same local environment.

3.19.2 The Proponent shall provide a Potential Biodiversity Offset Package. A potential biodiversity offset package cannot be considered as the offset of the SSI in its entirety. The package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align as far as is feasible and reasonable, with the Biodiversity Offset Strategy of the NSW Biodiversity Advisers Group for Major Projects. DECCW, 2010 and developed in consultation with now to meet the requirements of SDA unless otherwise agreed by the Secretary.

3.20.1 These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the same local environment.

3.20.2 The Proponent shall provide a Potential Biodiversity Offset Package. A potential biodiversity offset package cannot be considered as the offset of the SSI in its entirety. The package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align as far as is feasible and reasonable, with the Biodiversity Offset Strategy of the NSW Biodiversity Advisers Group for Major Projects. DECCW, 2010 and developed in consultation with now to meet the requirements of SDA unless otherwise agreed by the Secretary.

3.21.1 These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the same local environment.

3.21.2 The Proponent shall provide a Potential Biodiversity Offset Package. A potential biodiversity offset package cannot be considered as the offset of the SSI in its entirety. The package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align as far as is feasible and reasonable, with the Biodiversity Offset Strategy of the NSW Biodiversity Advisers Group for Major Projects. DECCW, 2010 and developed in consultation with now to meet the requirements of SDA unless otherwise agreed by the Secretary.

3.22.1 These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the same local environment.

3.22.2 The Proponent shall provide a Potential Biodiversity Offset Package. A potential biodiversity offset package cannot be considered as the offset of the SSI in its entirety. The package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align as far as is feasible and reasonable, with the Biodiversity Offset Strategy of the NSW Biodiversity Advisers Group for Major Projects. DECCW, 2010 and developed in consultation with now to meet the requirements of SDA unless otherwise agreed by the Secretary.
<table>
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<tr>
<th>Ref</th>
<th>Sub Ref.</th>
<th>CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL</th>
<th>Phase</th>
<th>Responsibility (Roads and Maritime/Ferrovial York Joint Venture)</th>
</tr>
</thead>
<tbody>
<tr>
<td>239 (iv)</td>
<td></td>
<td>Construction plans and strategies should be developed in consultation with the Ferrovial York Joint Venture:</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
</tr>
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<td>240 (ii)</td>
<td></td>
<td>As part of the CEMP for the SSI, the Proponent shall prepare and implement (following approval):</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
</tr>
<tr>
<td>241</td>
<td></td>
<td>The CEMP shall include procedures for its periodic review and update (including the sub-plans required under Condition C28); it shall be prepared in consultation with The Forest High School Working Group. The Plan shall include, but not be limited to:</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
</tr>
<tr>
<td>242 (C)</td>
<td></td>
<td>The approval of a CEMP does not relieve the Proponent of any requirement associated with this SSI approval. If there is an inconsistency with an approved Construction Environmental Management Plan and the conditions of this SSI approval, the requirements of this SSI approval shall prevail.</td>
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<tr>
<td>243 (ii)</td>
<td></td>
<td>The Plan shall be in accordance with the requirements of the NSW Government’s Interim Construction Noise Guidelines (DECC, 2009) and be prepared in consultation with The Forest High School Working Group. The Plan shall include, but not be limited to:</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
</tr>
<tr>
<td>244</td>
<td></td>
<td>The Plan shall include procedures for its periodic review and update (including the sub-plans required under Condition C28), as necessary (including where minor changes can be approved by the Environmental Representative).</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
</tr>
<tr>
<td>245</td>
<td></td>
<td>The Plan shall meet the requirements of the NSW Government’s Interim Construction Noise Guidelines (DECC, 2009) and be prepared in consultation with The Forest High School Working Group. The Plan shall include, but not be limited to:</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
</tr>
<tr>
<td>246</td>
<td></td>
<td>The Plan shall be in accordance with the requirements of the NSW Government’s Interim Construction Noise Guidelines (DECC, 2009) and be prepared in consultation with The Forest High School Working Group. The Plan shall include, but not be limited to:</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
</tr>
<tr>
<td>247</td>
<td></td>
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<td>Ref</td>
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<td>Concept Proposal and Stage 1 Conditions of Approval</td>
<td>Phase</td>
<td>Responsibility (Roads and Maritime/Ferrovial York Joint Venture)</td>
</tr>
<tr>
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</tr>
<tr>
<td>52</td>
<td>v</td>
<td>Invasive species control</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
</tr>
<tr>
<td>53</td>
<td>vi</td>
<td>The Review shall be undertaken in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/or biodiversity offset requirements</td>
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<td>Ferrovial York Joint Venture</td>
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<td>54</td>
<td>vii</td>
<td>The Review shall be undertaken in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/or biodiversity offset requirements</td>
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<td>Ferrovial York Joint Venture</td>
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<tr>
<td>55</td>
<td>(h)</td>
<td>Submission of Stage 2 Performance Report by 28th September 2015</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
</tr>
<tr>
<td>56</td>
<td>(g)</td>
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<td>(b)</td>
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</tbody>
</table>

**Part D - Operational Environmental Management and Reporting**

- The Review shall be undertaken in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/or biodiversity offset requirements.

**Works and Construction Details**

- The Review shall be undertaken in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/or biodiversity offset requirements.

**Construction Details**

- The Review shall be undertaken in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/or biodiversity offset requirements.

**Operation and Maritime/Ferrovial York Joint Venture**

- The Review shall be undertaken in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/or biodiversity offset requirements.

**Conclusion**

- The Review shall be undertaken in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/or biodiversity offset requirements.

**References**

- The Review shall be undertaken in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/or biodiversity offset requirements.
Appendix B
Stage 2 Project Approval Conditions
The Proponent must ensure that employees, contractors and sub-contractors are aware of, and comply with, the requirements of the conditions of this approval relevant to their respective activities.

The Proponent must implement all feasible and reasonable measures to limit operational groundwater inflows into the slot road to no greater than one litre per second across any given kilometre.

The Proponent must ensure that the conditions of this approval and any document listed from condition A1(a) to A1(c) inclusive, the conditions of this approval prevail to the extent of the inconsistency; and

The Proponent must carry out the SSI generally in accordance with the Stage 2 project design, subject to specific requirements in any relevant permits, licences, approvals or Allowable Discharge Plans (LDPs). The SSI may be modified during construction and operation in accordance with the relevant permits, licences, approvals or LDPs. The Proponent must ensure that any permits, licences, approvals or LDPs are updated to reflect any modification to the SSI.

The Proponent may revise any documentation prepared for the Stage 1 Project to incorporate the requirements of this SSI Approval.

The Proponent must ensure that all plans, sub-plans and other management documents required by the conditions of this approval and relevant to each stage (as identified in the Staging Report) are submitted to the Secretary.

If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program must clearly describe the specific stage to which the strategy, plan or program applies, the relationship of this stage to any future stages, and the trigger for updating the strategy, plan or program.

Besides consideration of other mandatory and relevant documents, the submission of any strategy, plan or program should consider the information contained in the following:

- Applicant must observe all relevant permits, licences or approvals that may be relevant to specific stages of the SSI.
- The Proponent may provide all relevant information to Council and/or NSW State Emergency Service, to assist in the preparation of any new or necessary update(s) to the relevant plans and documents.

The Proponent must provide all relevant information to Council and/or NSW State Emergency Service, to assist in the preparation of any new or necessary update(s) to the relevant plans and documents in a timely manner.

The Proponent must ensure that all plans, sub-plans and other management documents required by the conditions of this approval and relevant to each stage (as identified in the Staging Report) are submitted to the Secretary.
the WMP must be implemented for a minimum of three years following the commencement of operation, unless otherwise agreed by the Secretary. Any request to discontinue the implementation of the WMP must be accompanied by a suitably qualified and experienced person and must be submitted to the Secretary for approval.

5. A remediation program must be developed to address any land disturbance, remediation and/or removal of contaminated soil or groundwater.

6. The remediation program must include a program to monitor and report on the potential surface water and groundwater impacts of the SSI, which includes a description of:
   - the site investigation that has been undertaken to identify the potential for contamination in the vicinity of the SSI,
   - the methods to be used to monitor and measure potential impacts,
   - the frequency of monitoring, including levels and parameters to be monitored; and
   - the methods to be used to ensure compliance with relevant legislation.

7. The remediation program must be developed by a suitably qualified and experienced ecologist in consultation with the OEH and Council, and must be submitted to the Secretary for approval.

8. The remediation program must be developed to address any impacts on the environment that may be caused by any construction activity, including impacts on water quality and quantity, air quality, noise, and traffic. The program must be approved by the Secretary and must be implemented for a minimum of six years following the commencement of operation, unless otherwise agreed by the Secretary.

9. The remediation program must be developed to address any impacts on the environment that may be caused by any maintenance activity, including impacts on water quality and quantity, air quality, noise, and traffic. The program must be approved by the Secretary and must be implemented for a minimum of six years following the commencement of operation, unless otherwise agreed by the Secretary.

10. The remediation program must be developed to address any impacts on the environment that may be caused by any operation/ongoing operation activity, including impacts on water quality and quantity, air quality, noise, and traffic. The program must be approved by the Secretary and must be implemented for a minimum of six years following the commencement of operation, unless otherwise agreed by the Secretary.

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### Part C - Community Information and Reporting

#### A. Community Information

- **The Proponent** must ensure that all community information is sought, and all matters are published in a manner to ensure community participation.
- **The Proponent** must ensure that all community information is published on the website of the Authority and any other relevant website to ensure public knowledge.
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**Compliance Tracking Program Appendix B - Stage 2 Project Approval**

Page 3 of 7
Part D - Construction Environmental Management

2.2 No blasting is permitted on site unless reviewed and approved by the Secretary in consultation with the EPA.

2.3 The Proponent must provide the Secretary with details of contact point(s) to which community complaints and inquiries may be directed, including a telephone number, a postal address and an email address.

3.2 Any approach for consideration by the Secretary concerning the prescribed conditions has been made in writing and signed or otherwise authenticated in accordance with the requirements of Australian Standard AS 4082.1998: Environmental management - Guidelines for preparing documents for consultation.

4.9 Impulsive noise exposures up to 85 LAeq(15 minute) may occur in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block.

5.2 Construction works outside of the standard construction hours may be undertaken in the following circumstances:

(a) Where it is required in an emergency to avoid injury or the loss of life, property and/or to prevent environmental harm; or
(b) Where a negotiated agreement has been reached with affected receivers, where the prescribed noise and vibration levels cannot be achieved; or
(c) Where the prescribed noise and vibration levels cannot be achieved by the Proponent in accordance with a Change or modification to the Project Approval.

5.3 During construction, affected educational institutions (including The Forest High School) must be consulted and feasible and reasonable steps taken to ensure that noise generating construction works in close proximity to the school will be managed to minimise impacts on students and staff.

5.4 Circumstances known but not necessarily identified at the time of issuance of this Project Approval where it is required in an emergency to avoid injury or the loss of life, property and/or to prevent environmental harm; or

5.5 The SSI must be constructed in a manner that minimises dust emissions from the site, including wind-blown and traffic-generated dust and tracking of material onto public roads. All activities on the site must be undertaken with the objective of preventing visible emissions of dust from the site. Those activities shall not be undertaken until the site has been suitably reclaimed by the appropriate means for the (b) between the hours of 8:00 am to 1:00 pm Saturday; and

5.6 For the purposes of this condition 'continuous' includes any period during which there is less than a one hour respite between ceasing and recommencing any of the work the subject of this condition.

5.7 Prior to the commencement of construction of the SSI, or as otherwise agreed by the Secretary, the Proponent must appoint a suitably qualified and experienced Environmental Representative(s) that is independent of the design and construction personnel, and that has been approved by the Secretary. The Proponent must employ an Environmental Representative(s) for the duration of construction, or as otherwise agreed by the Secretary. The Environmental Representative(s) must:

(a) Be provided with a written copy of the Project Approval and all documents referred to under condition A1 of this approval, and any documentation supporting modifications to this approval that may be granted from time to time;
(b) Be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts, and failing the effectiveness of such steps, to direct that relevant works be ceased immediately should an adverse impact on the environment be likely to occur; and
(c) Have access, in the performance of their duties, to the records of the Proponent and other information relating to the SSI, including the environmental management programs required under condition D28(b).
### STAGE 2 CONDITIONS OF APPROVAL

<table>
<thead>
<tr>
<th>Ref</th>
<th>Sub Ref.</th>
<th>Commitment/Obligation</th>
<th>Phase</th>
<th>Responsibility (Roads and Maritime/Ferrovac Joint Venture)</th>
</tr>
</thead>
<tbody>
<tr>
<td>287</td>
<td></td>
<td>Construction vehicles including half-widths associated with the SSI must be monitored</td>
<td>Commitment</td>
<td>Construction</td>
</tr>
<tr>
<td>288</td>
<td></td>
<td>Intra and extra-territorial roads identified in the Construction Environment Management Plan must be monitored</td>
<td>Commitment</td>
<td>Construction</td>
</tr>
<tr>
<td>289</td>
<td></td>
<td>The CEMP must include procedures for its periodic review and update to address changes in the project.</td>
<td>Construction</td>
<td>Construction</td>
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<tr>
<td>290</td>
<td></td>
<td>The CEMP must be submitted for the approval of the Secretary no later than one month prior to the commencement of construction, or as otherwise agreed by the Secretary. The CEMP may be prepared in consultation with Council, and include but not be limited to:</td>
<td>Construction</td>
<td>Construction</td>
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<td>291</td>
<td></td>
<td>All ancillary facilities and access points must be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner where relevant.</td>
<td>Construction</td>
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<tr>
<td>292</td>
<td></td>
<td>Construction traffic must be monitored for compliance with the requirements listed from (a) to (c) above, the most stringent requirement prevail to the extent of the inconsistency.</td>
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<td>293</td>
<td></td>
<td>Note: The construction of ancillary facilities must be identified in the Construction Environment Management Plan required under condition D26 and the Construction Environment Management Plan required under condition D27.</td>
<td>Construction</td>
<td>Construction</td>
</tr>
</tbody>
</table>

Notes:

- The CEMP must include procedures for its periodic review and update to address changes in the project.
- The CEMP must be submitted for the approval of the Secretary no later than one month prior to the commencement of construction, or as otherwise agreed by the Secretary. The CEMP may be prepared in consultation with Council, and include but not be limited to:
  - General procedures for waste classification, handling, reuse, and disposal:
    - Use of waste minimisation and recycling strategies that are appropriate to the nature of the project and the environment in which it is located.
    - Use of environmentally sound waste disposal methods and facilities.
  - Measures to control air, water, noise, and traffic impacts resulting from the construction of the SSI:
    - Use of traffic management plans and controls to minimise noise and traffic impacts.
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### STAGE 3 CONDITIONS OF APPROVAL

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</thead>
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<tr>
<td>294</td>
<td></td>
<td>Public access to the site must be monitored</td>
<td>Commitment</td>
<td>Construction</td>
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<td>295</td>
<td></td>
<td>The CEMP must be submitted for the approval of the Secretary no later than one month prior to the commencement of construction, or as otherwise agreed by the Secretary. The CEMP may be prepared in consultation with Council, and include but not be limited to:</td>
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<td>Construction</td>
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<td>Construction traffic must be monitored for compliance with the requirements listed from (a) to (c) above, the most stringent requirement prevail to the extent of the inconsistency.</td>
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<td>Note: The construction of ancillary facilities must be identified in the Construction Environment Management Plan required under condition D26 and the Construction Environment Management Plan required under condition D27.</td>
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Ref | Sub Ref. | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Phase | Responsibility (Roads and Maritime/Ferrovial York Joint Venture) |
--- | --- | --- | --- | --- | --- |
24 (A) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (B) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (C) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (D) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (E) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (F) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (G) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (H) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (I) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (J) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (K) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (L) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
24 (M) | 10.01 | STAGE 2 CONDITIONS OF APPROVAL | Commitment/Obligation | Evaluation | Responsibilities will be carried out and fulfilled. |
The SSI must be designed and operated with the objectives of meeting the requirements of the NSW Road Noise Policy (DECCW, 2011).

The Proponent must incorporate into the SSI the following measures to mitigate the operational noise impacts of the SSI: route, location, frequency and methodology of noise monitoring undertaken, including monitoring sites at which SSI noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive species (and is to be inclusive of both Stage 1 and Stage 2) and six months following operation of the NBH development, or as otherwise agreed by the Secretary.

The Proponent must prepare an Operational Traffic Performance Review to address the traffic performance of the SSI. The Review must be undertaken within six months following operation of the SSI as otherwise agreed by the Secretary.

The Proponent must prepare a Detailed Design for the operations of the SSI and, prior to the commencement of any operations, submit to the Secretary the Detailed Design for the operations of the SSI. The Detailed Design must include, but not be limited to: the operational noise performance of the SSI; and six months following operation of the NBH development, or as otherwise agreed by the Secretary.

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The Proponent must prepare an Operational Noise Review to review the operational noise mitigation measures proposed to be implemented for the SSI. The Review must be undertaken by a suitably qualified and experienced acoustic consultant.

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Appendix C
Concept Proposal, Stage 1 and Stage 2 Revised Safeguards and Mitigation Measures
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<th>Concept Approval, Stage 1 Project and Stage 2 Project</th>
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<td>Property Access</td>
<td>Access to properties along affected roads would be maintained during construction. The need for any alternative and/or temporary access arrangements would be agreed with affected property managers/owners.</td>
<td>Concept Approval</td>
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<td>The cost for any required upgrading of street lighting would be met by Roads and Maritime.</td>
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Construction Noise and Vibration Management Plan would be prepared for the Stage 1 Project and Stage 2 Project. The plan would provide details of noise and vibration management measures and procedures to be undertaken during construction to minimise and manage noise impacts on sensitive receivers, including:

- Noise and vibration monitoring and reporting requirements
- Feasibility and implementation of measures to be implemented to control noise and vibration during construction
- Consideration of the feasibility of noise and vibration management strategies to be implemented for the operation phase

The Ferrovial York Joint Venture is responsible for the implementation of the above noise and vibration management measures.

**Stage 1 Project**

**Conceptual Stage**

- Detailed Design

**Operational Impacts**

- Roads and Maritime would continue to include The Forest High School Working Group on consultation activities related to managing project impacts that affect the school.

**Stage 2 Project**

**Conceptual Stage**

- Detailed Design

**Operational Impacts**

- Roads and Maritime would continue to include The Forest High School Working Group on consultation activities related to managing project impacts that affect the school.

Detailed Design

- Ferrovial York Joint Venture

Construction

- Ferrovial York Joint Venture

Roads and Maritime would continue to include The Forest High School Working Group on consultation activities related to managing project impacts that affect the school.

### Revised Safeguards and Management Measures - Biodiversity

**Stage 1 Project**

**Conceptual Stage**

- Detailed Design

**Operational Impacts**

- roads and Maritime would continue to include The Forest High School Working Group on consultation activities related to managing project impacts that affect the school.

- Ferrovial York Joint Venture

Construction

- Ferrovial York Joint Venture

Roads and Maritime would continue to include The Forest High School Working Group on consultation activities related to managing project impacts that affect the school.

- Ferrovial York Joint Venture

### Revised Safeguards and Management Measures - Noise and Vibration

**Stage 1 Project**

**Conceptual Stage**

- Detailed Design

**Operational Impacts**

- roads and Maritime would continue to include The Forest High School Working Group on consultation activities related to managing project impacts that affect the school.

- Ferrovial York Joint Venture

Construction

- Ferrovial York Joint Venture

Roads and Maritime would continue to include The Forest High School Working Group on consultation activities related to managing project impacts that affect the school.

- Ferrovial York Joint Venture

### Revised Safeguards and Management Measures - Noise and Vibration

**Stage 2 Project**

**Conceptual Stage**

- Detailed Design

**Operational Impacts**

- roads and Maritime would continue to include The Forest High School Working Group on consultation activities related to managing project impacts that affect the school.

- Ferrovial York Joint Venture

Construction

- Ferrovial York Joint Venture

Roads and Maritime would continue to include The Forest High School Working Group on consultation activities related to managing project impacts that affect the school.

- Ferrovial York Joint Venture

## Commitment/Obligation

- Ferrovial York Joint Venture
A Construction Flora and Fauna Management Plan would be prepared for the Stage 1 Project. The plan would provide details of biodiversity management measures and procedures to be undertaken during construction to minimise and manage impacts on flora and fauna, including:

- Pre-construction
- Construction
- Post-construction

### Pre-construction

- Undertake weed management and control in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011) during and post-construction.

### Construction

- Identify areas of suitable habitat close to any habitats likely to be impacted during construction in accordance with Roads and Maritime Biodiversity Guidelines (RTA 2011).
- Ensure revegetation works use local native trees, shrubs and groundcovers that occur in DFEC.
- Carry out revegetation in accordance with Roads and Maritime Biodiversity Guidelines (RTA 2011) and detailed landscape plan prepared for the project.

### Post-construction

- Identify areas of suitable habitat for release of any fauna species encountered during construction in accordance with Roads and Maritime Biodiversity Guidelines (RTA 2011).
- Ensure revegetation works use local native trees, shrubs and groundcovers that occur in DFEC.
- Carry out revegetation in accordance with Roads and Maritime Biodiversity Guidelines (RTA 2011) and detailed landscape plan prepared for the project.

### Threats to their habitat

- Threats to habitat include:
  - Introduction of weeds
  - Habitat corridor and habitat loss
  - Threatened species
  - Disease

### Other native species

- Other native species include:
  - Threatened species
  - Disease

### Traffic and Transport

- Detailed design would aim to minimise vegetation clearing and indirect impacts on vegetation within the area mapped by Warringah Council as Priority 1 Wildlife Corridor during construction.
- Prioritise investigation of offset sites that contribute to maintenance of wildlife connectivity in the local area.

### Other offsets

- Offsets that conserve DFEC and Red-crowned Toadlet habitat should be the first priority.

### Construction

- Implement measures to prevent the spread of chytrid fungus in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011) including the hygiene protocol standards for the control of disease in frogs.

### Pest Management

- Implement measures to prevent the spread of pests in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011) including the hygiene protocol standards for the control of disease in frogs.

### Other offsets

- Offsets that conserve DFEC and Red-crowned Toadlet habitat should be the first priority.
### Revised Safeguards and Management Measures - Socio-economic, land use and property

#### Concept Proposal

- **Business, Economic and Social Impacts**
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

- **Construction Traffic Management Plan**
  - Develop and implement a consultation program consistent with the Roads and Maritime Draft Community Consultation Framework that will ensure businesses, residents and others stay informed about the type, timing and duration of construction impacts and any mitigation measures being put in place.
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

- **Traffic and Access**
  - Develop and implement a consultation program consistent with the Roads and Maritime Draft Community Consultation Framework that will ensure businesses, residents and others stay informed about the type, timing and duration of construction impacts and any mitigation measures being put in place.
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

#### Stage 1 Project

- **Business, Economic and Social Impacts**
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

- **Construction Traffic Management Plan**
  - Develop and implement a consultation program consistent with the Roads and Maritime Draft Community Consultation Framework that will ensure businesses, residents and others stay informed about the type, timing and duration of construction impacts and any mitigation measures being put in place.
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

- **Traffic and Access**
  - Develop and implement a consultation program consistent with the Roads and Maritime Draft Community Consultation Framework that will ensure businesses, residents and others stay informed about the type, timing and duration of construction impacts and any mitigation measures being put in place.
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

#### Stage 2 Project

- **Business, Economic and Social Impacts**
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

- **Construction Traffic Management Plan**
  - Develop and implement a consultation program consistent with the Roads and Maritime Draft Community Consultation Framework that will ensure businesses, residents and others stay informed about the type, timing and duration of construction impacts and any mitigation measures being put in place.
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

- **Traffic and Access**
  - Develop and implement a consultation program consistent with the Roads and Maritime Draft Community Consultation Framework that will ensure businesses, residents and others stay informed about the type, timing and duration of construction impacts and any mitigation measures being put in place.
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

#### Revised Safeguards and Management Measures - Landscape character and visual impact

#### Stage 1 Project

- **Landscape Impact**
  - A detailed landscape plan will be prepared for the project. The landscape plan will be based on the findings of the Urban Design, Landscape Character and Visual Working Paper and will include detailed set-out, species and planting guides.

#### Stage 2 Project

- **Landscape Impact**
  - A detailed landscape plan will be prepared for the project. The landscape plan will be based on the findings of the Urban Design, Landscape Character and Visual Working Paper and will include detailed set-out, species and planting guides.

- **Construction Traffic Management Plan**
  - Develop and implement a consultation program consistent with the Roads and Maritime Draft Community Consultation Framework that will ensure businesses, residents and others stay informed about the type, timing and duration of construction impacts and any mitigation measures being put in place.
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

#### Concept Approval, Stage 1 Project and Stage 2 Project

- **Commitment/Obligation**
  - Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.

- **Phases**
  - Responsible (Roads and Maritime/Ferrovial York Joint Venture)

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**Everyday Tracking Program (Environment) Revised Safeguards and Management Measures**
### Revised Safeguards and Management Measures - Aboriginal Heritage

#### Concept Proposal and Stage 1 Project

- **Pre-construction:**
  - Ensure that Aboriginal cultural awareness training for all relevant staff and contractors is carried out prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

#### Stage 2 Project

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

### Revised Safeguards and Management Measures - Non Aboriginal Heritage

#### Stage 1 Project

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

### Stage 2 Project

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

### Concept Proposal

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

### Stage 1 Project

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.

### Stage 2 Project

- **Pre-construction:**
  - Aboriginal cultural awareness training for all relevant staff and contractors will be undertaken prior to commencing work onsite.
  - All relevant staff, contractors and subcontractors will be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff.
Detailed design would consider reasonable and feasible measures to optimise pollution mitigation.

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### Revised Safeguards and Management Measures - Geology, Soils and Contamination

- **Concept Proposal**
  - An Asbestos Management Plan will be developed prior to work commencing and include:
    - The locations of asbestos impacted areas within each AEC;
    - An Asbestos Management Plan will be developed prior to work commencing and include:
      - The locations of asbestos impacted areas within each AEC;
      - An Asbestos Management Plan will be developed prior to work commencing and include:
        - The locations of asbestos impacted areas within each AEC;
        - An Asbestos Management Plan will be developed prior to work commencing and include:
          - The locations of asbestos impacted areas within each AEC;

- **Stage 1 Project**
  - A Contaminated Land Management Plan will be prepared in accordance with the Contaminated Land Management Act 1997, relevant EPA Guidelines and Roads and Maritime Guideline for Management of Contamination (RMS 2013) and will include at a minimum:
    - Dewatering procedure
    - Measures to monitor and manage spoil, fill and materials stockpile sites
    - Sedimentation basin construction and management

- **Stage 2 Project**
  - An Air Quality Management Plan will be prepared to detail air quality control measures and procedures to be carried out during construction, including:
    - Potential sources and impacts of dust
    - Emissions from diesel construction plant
    - Dust suppression measures, such as the use of water carts or soil binders, will be used in any unsealed surfaces and other exposed areas.
    - Areas of exposed surfaces are to be minimised through construction site planning and programming, to ensure the use of protected construction site emission sources.

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### Accident Spills

- Accidental spills that cannot be contained within a designated bunded area of an impervious surface or undertaken off-site.
  - Spill kits and adequate quantities of suitable material to counteract spillage will be kept readily available.
  - Spills will be contained and managed as per EA guidelines for the disposal of hazardous waste.
  - Inappropriate handling, storage and transportation of spill materials is not acceptable.

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**Construction**

- Construction plant and equipment would be maintained in good working condition in order to limit impacts on air quality.
  - Dust suppression measures, such as the use of water carts or soil binders, will be used in any unsealed surfaces and other exposed areas.
  - Areas of exposed surfaces are to be minimised through construction site planning and programming, to ensure the use of protected construction site emission sources.

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### Roads and Maritime Services

- Roads and Maritime Services (Roads and Maritime/Ferrovial Joint Venture)
Detailed design would consider reasonable and feasible measures to optimise pollution mitigation.

**Revitalised Safeguards and Management Measures - Hydrology, Water Quality and Flooding**

- **Concept Proposal**
- **Operational Impacts and Control**
  - A preliminary operational water quality assessment for the Concept Proposal (covering both stages) would be developed and reported during the respective detailed design stages and would address the matters noted by the EPA in its submission (Issue 10).
- **Detailed Design**
  - A Soil and Water Management Plan will be prepared for each construction stage of the Concept Proposal in accordance with the principles and guidelines set out both in Construction - Managing Water Stewardship series, comprising Volume 7 (2005) and Volume 20 - Vic Roads DECC (2005). This will also consider and address the matters noted by the EPA in its submission (Issue 10).
- **Adverse Impacts**
  - Management of contaminated sediments and soils will be undertaken during the respective detailed design stages and would address the matters noted by the EPA in its submission (Issue 10).
- **Construction Impacts**
  - Management of contaminants during construction will be undertaken to ensure that construction impacts on water quality and hydrology are minimised.
- **Interference with Watercourses**
  - Management of watercourses during construction will be undertaken to ensure that construction impacts on watercourses are minimised.
- **Groundwater Quality**
  - Revised Safeguards and Management Measures - Hydrology, Water Quality and Flooding

- **Stage 1 Project**
  - Groundwater monitoring as part of a broader water quality monitoring program will be developed and implemented for the Concept Proposal. This will monitor groundwater quality, groundwater flows and groundwater levels for the Concept Proposal. Consultation with the EPA and NSW Office of Water will be undertaken prior to construction, regarding monitoring and the management of groundwater quality from contamination sources. Parameters to be monitored would include the following:

- Metals including cadmium, iron, lead, nickel, manganese and zinc
- Total dissolved solids and other inorganic constituents including chloride, sodium and sulphate

Consent with NSW Office of Water would continue to address water quality during stages and the need for groundwater extraction for stages 1 and 2 of the Concept Proposal.

- **Stage 2 Project**
  - A Soil and Water Management Plan will be prepared for each construction stage of the Concept Proposal in accordance with the principles and guidelines set out both in Construction - Managing Water Stewardship series, comprising Volume 7 (2005) and Volume 20 - Vic Roads DECC (2005). This will also consider and address the matters noted by the EPA in its submission (Issue 10).
  - Management of contaminated sediments and soils will be undertaken during the respective detailed design stages and would address the matters noted by the EPA in its submission (Issue 10).

**Revised Safeguards and Management Measures - Groundwater**

- **Stage 2**
  - Groundwater monitoring as part of a broader water quality monitoring program will be developed and implemented for construction and operation in consultation with EPA and NW. As a minimum, the water quality monitoring will include the following analytes:

- Total dissolved solids and other inorganic constituents including chloride, sodium and sulphate
- Metals including cadmium, iron, lead, nickel, manganese and zinc
- Other relevant contaminants

Consent with NW Office of Water would continue to address water quality during stages and the need for groundwater extraction for stages 1 and 2 of the Concept Proposal.
**Revised Safeguards and Management Measures - Resource use and waste management**

### Concept Proposal

- Broad consultation would be undertaken with potentially affected local community and key stakeholders in coordination with proponents of other nearby projects.
- The feasibility of using biofuels (biodiesel, ethanol, or blends such as E10 or B80) would be investigated by the proponent, including the purchase or availability of equipment to use these fuels, ongoing maintenance issues and local sources. Works would be planned to minimise fuel use.

### Stage 1 Project

- Before being transported from construction sites, excavated spoil would be classified in accordance with the Waste Classification Guidelines: Part 1 Classifying Waste (DECCW, 2009) to ensure appropriate reuse or disposal.
- Excavated material that is not suitable for on-site reuse or recycling will be transported to a site that may legally accept that material for reuse or disposal.
- Where possible and fit for purpose, spoil would be beneficially re-used within the project before off-site re-use or disposal options are pursued.

### Stage 2 Project

- Disposal of any non-recyclable waste will be in accordance with the POEO Act and Waste Classification Guidelines: Part 1 Classifying Waste.
- All wastes, including contaminated wastes, will be identified and classified in accordance with Environmental Standards. Assessment, Classification and Management of Impacted and Non-Impacted Lands.
- Disposal of any non-recyclable waste will be in accordance with the POEO Act and Waste Classification Guidelines: Part 1 Classifying Waste.
- Disposal of any non-recyclable waste will be in accordance with the POEO Act and Waste Classification Guidelines: Part 1 Classifying Waste.
- A Resource and Waste Management Plan will be prepared for each construction stage of the Concept Proposal to identify the hierarchy for sourcing and use of resources.

### Monitoring

- The monitoring program will include objectives and parameters to determine the effectiveness of mitigation measures and will also include contingency measures.
- The monitoring program will include objectives and parameters to determine the effectiveness of mitigation measures and will also include contingency measures.
- The feasibility of using biofuels (biodiesel, ethanol, or blends such as E10 or B80) would be investigated by the proponent, including the purchase or availability of equipment to use these fuels, ongoing maintenance issues and local sources. Works would be planned to minimise fuel use.
- Where possible and fit for purpose, spoil would be beneficially re-used within the project before off-site re-use or disposal options are pursued.
<table>
<thead>
<tr>
<th>Commitment/Obligation</th>
<th>Phase</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cumulative Impacts</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture/ Roads and Maritime</td>
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</tbody>
</table>

Consultation would be undertaken with proponents of other nearby projects to increase the overall awareness of proposed construction staging and impacts and to provide a more coordinated approach to managing constraints in the area.
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