Northern Beaches Hospital Connectivity and Network Enhancement Project


Document No: NBHRDC-EN-EPL-PLN_0

<table>
<thead>
<tr>
<th>Revision</th>
<th>Revision Date</th>
<th>Prepared by (Name and Title)</th>
<th>Reviewed by (Name and Title)</th>
<th>Authorisation (Name and Title)</th>
<th>Authorisation Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Jun 16</td>
<td>Mark Turner Environmental Manager</td>
<td>Manuel De Miguel Deputy Project Director</td>
<td>Ignacio Chicharro Project Director</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>Aug 16</td>
<td>Mark Turner Environmental Manager</td>
<td>Ashley Robinson Environmental Representative</td>
<td>Ignacio Chicharro Project Director</td>
<td></td>
</tr>
</tbody>
</table>
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# ACRONYMS AND ABBREVIATIONS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEMP</td>
<td>Construction environmental management plan</td>
</tr>
<tr>
<td>CoA</td>
<td>Condition of approval</td>
</tr>
<tr>
<td>CTP</td>
<td>Compliance Tracking Program</td>
</tr>
<tr>
<td>DP&amp;E</td>
<td>Department of Planning and Environment</td>
</tr>
<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
</tr>
<tr>
<td>EPA</td>
<td>NSW Environment Protection Authority</td>
</tr>
<tr>
<td>EMS</td>
<td>Environmental management system</td>
</tr>
<tr>
<td>Environmental Audit</td>
<td>Verification of how implementation is proceeding with respect to the Project Deed, AS/NZS ISO 14001:2004, CEMP and environmental documents such as CoA</td>
</tr>
<tr>
<td>Environmental Incident</td>
<td>An unexpected event that has, or has the potential to, cause harm to the environment and requires some action to minimise the impact or restore the environment.</td>
</tr>
<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>
</tr>
<tr>
<td>EP&amp;A Act</td>
<td>Environmental Planning and Assessment Act 1979</td>
</tr>
<tr>
<td>EPL</td>
<td>Environment Protection Licence</td>
</tr>
<tr>
<td>ERG</td>
<td>Environmental Review Group – comprising representatives of Roads and Maritime, 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>
<tr>
<td>Minister, the</td>
<td>Minister for Planning</td>
</tr>
<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>
</tr>
<tr>
<td>Non-conformance</td>
<td>Failure to conform to the requirements of Project system documentation including this CEMP or supporting documentation.</td>
</tr>
<tr>
<td>OEH</td>
<td>Office of Environment and Heritage</td>
</tr>
</tbody>
</table>
| Project, the | Northern Beaches Hospital – Connectivity and Network Enhancements:  
  - Stage 1 – Hospital Connectivity Enhancement Works; and  
  - Stage 2 – Network Enhancement Works. |
| Secretary | Secretary of the NSW Department of Planning and Environment (or delegate) |
1. PROJECT

The Northern Beaches Hospital – Connectivity and Network Enhancements Project (the Project), comprises road upgrades to enhance connectivity of the existing road network surrounding the Northern Beaches Hospital at Frenchs Forest within Sydney’s Northern Beaches.

Roads and Maritime is planning and delivering the road upgrades in two stages as shown in Figure 1-1. Stage 1 of the Project was granted planning approval in June 2015 and approved for construction in November 2015. Stage 2 was granted planning approval in February 2016.

In accordance with Stage 1 Project Conditions of Approval (CoA) A11, a Compliance Tracking Program (CTP) was prepared for the Project, and was provided as Appendix A9 of the Stage 1 CEMP. As part of the CTP, Construction Compliance Reports must be prepared at six monthly 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.

This Construction Compliance Report – Stage 1 (Stage 1 CCR) has been prepared covering the first six-monthly reporting period (December 2015 – June 2016) to address the requirements of the Concept and Stage 1 Project Conditions of Approval (CoA) and the Revised Safeguards and Management Measures (RSMM) of the Concept and Stage 1 Project Submissions Report / Preferred Infrastructure Report.

Figure 1-1 Project location and staging
2. **PROJECT DESCRIPTION**

2.1 **Project overview**

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.

2.2 **Stage 1 works**

The key features of the Stage 1 Project that forms the focus of this six-monthly Stage 1 CCR comprises:

- 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 (utilities across the entire concept proposal are included in the Stage 1 approval and 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.

3. PROJECT MANAGEMENT

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.

Ferrovial York Joint Venture (FYJV) and Roads and Maritime are jointly responsible for compliance with the CoAs and RSMMs.

4. 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 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.

The CTP and this Stage 1 CCR is part of the suite of environmental management documents prepared for the Project which are administered by the Environmental Manager, or delegate, for the duration of the Project.
5. COMPLIANCE TRACKING PROGRAM REQUIREMENTS

As per Stage 1 CoA A11(a), this Stage 1 CCR serves as notification to the Secretary of the status of compliance of construction in meeting the requirements specified in the Concept and Stage 1 CoAs and the SPIR RSMMs as a six-monthly reporting cycle following the commencement of Stage 1 construction.

5.1 Scope of the activities undertaken during the reporting period

Commencement of Construction activities occurred in late December 2016 from the commencement of Stage 1 construction the following construction activities including utility works have been undertaken:

- widening and grading of Wakehurst Parkway and Frenchs Forest Road intersection, including associated clearing and earthworks;
- potholing, trenching and directional drilling of utility services along Frenchs Forest Road (east and west), Forest Way, Allambie Road and Warringah Road; and
- establishment of ancillary compounds at Warringah Road and Aquatic Drive.

In accordance with Section 5.1 of the CEMP, all personnel, including employees, contractors, sub-contractors, have attend a compulsory environmental site induction prior to commencement on-site. The induction included:

- 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 are maintained within the Project Comply-Flow system and kept on-site.

5.2 Performance of environmental controls

Key environmental controls have included:

- Fencing, flagging and sign-posting of project boundaries and no-go areas
- Erosion and sedimentation controls in accordance with implementation of PESCP developed by the Project soil conservationist. Controls include diversion drains, bunding, silt fencing and drainage filters, and a sediment basin installed within the main site compound to contain and treat stormwater water collected within trenches and pits during utility works and other construction trenching works
- Portable noise mats to suppress noise from mobile plant and equipment
- Soil binders for dust suppression of temporary spoil stockpiles
- Mobile water carts and sprinklers for dust suppression of cleared areas

In general the above environmental controls have effectively managed construction activities to avoid major environmental pollution impacts or detrimental impacts to surrounding environmental values.
5.3 Non-compliances during the reporting period

Non-conformance is the failure or refusal to comply with the requirements of this CEMP and supporting documentation. Where a non-compliance has been identified, a corrective / preventative action (or actions) will be implemented.

During the six-month period no non-conformance identified.

5.4 Incidents recorded and actions taken

<table>
<thead>
<tr>
<th>#</th>
<th>Summary</th>
<th>Date</th>
<th>Remedial Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>Cleared Area of Urban Exotic / Weed Vegetation, released in hold point, not aligned with EIS / SPIR drawings. DP&amp;E Notified.</td>
<td>29/10/2015 (Early works)</td>
<td>• All EIS and clearing limits confirmed across Project.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• EWMS for clearing and grubbing revised and toolbox.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Fencing protocol confirmed across Project.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Clearing permit revised to include survey sign-off as part of release and verification process prior to approval.</td>
</tr>
<tr>
<td>002</td>
<td>Vehicle refuelled on flat ground then parking on slope resulting in less than 500mL of fuel leaking</td>
<td>08/01/16</td>
<td>• Spill kit used and material cleaned up and disposed appropriately.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Toolbox by site on refuelling rolled out to site.</td>
</tr>
<tr>
<td>003</td>
<td>Hydraulic leak in coupling between truck and dog resulting in approximately 1L of fluid reaching ground.</td>
<td>21/01/16</td>
<td>• Spill kit used and material cleaned up and disposed appropriately.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Pre-start reminder on maintenance of plant and equipment.</td>
</tr>
<tr>
<td>004</td>
<td>Banjo nut leakage resulting in less than 500mL of fluid</td>
<td>17/02/16</td>
<td>• Spill kit used and material cleaned up and disposed appropriately.</td>
</tr>
<tr>
<td>005</td>
<td>Delivery of road profiler to site out of hours without prior notification.</td>
<td>11/03/16</td>
<td>• Plant to remain parked up until works commence on Sunday as per notification.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Profiler to be removed onto Frenchs Forest Road by 8pm for works.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Plant to be removed as part of demobilisation activities in accordance with notification and not returned to Bluegum Crescent.</td>
</tr>
<tr>
<td>006</td>
<td>Spill of drillers mud (15L) within premises and contained.</td>
<td>21/04/2016</td>
<td>• Sucker truck cleaned site.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Controls confirmed as in place.</td>
</tr>
<tr>
<td>#</td>
<td>Summary</td>
<td>Date</td>
<td>Remedial Action</td>
</tr>
<tr>
<td>----</td>
<td>------------------------------------------------------------------------</td>
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</tr>
</tbody>
</table>
| 007| Under boring activity 10m underground came into contact with subsurface rock stratum fractures which resulted in under bore drilling material (containing a mix of non-toxic bentonite and water) running underground through the fractures and entering a redundant and unknown stormwater pipe which had not been appropriately capped by the asset owner. Material entered Trefoil Creek. | 22/04/2016 | - Grouted location of pipe and pit.  
- Mobilisation plan for contractor to re-establish on site which details required controls, methodology monitoring and incident response to reduce risk of reoccurrence.  
- EWMS developed for re-commencing works on-site.  
- Review PIRMP following incident.  
- Implement Aquatic Ecologist recommendations.  
- Ongoing water quality monitoring of SW2 and SW7 until areas stabilised.  
- Controls to remain in Trefoil Creek until completion of underbore works.  
- Additional controls installed at outlets of known culverts and redundant service in this locale. |
| 008| Under boring activities which had recommenced, resulted in a secondary frac-out overnight. The material (containing a mix of non-toxic bentonite and water) had overtopped ERSED controls installed at the outlet. | 05/05/2016 | - EWMS reviewed and updated.  
- Site made safe for 24hr access and monitoring.  
- Sucker Truck remained adjacent to work area until works completed and operator to be present to collect flows.  
- Controls to remain at outlet location during underbore activities generally rather than sealing frac out location. |
| 009| Hydraulic hose of a float delivering an excavator ruptured causing a loss of hydraulic fluid within the project boundary. | 24/05/2016 | - Material cleaned up using spill kit.  
- VMP has been issued to subcontractors reconfirming haul routes.  
- Subcontractors have been informed to call 30mins prior to delivery to confirm routes and any constraints such as traffic, accidents. |
5.5 Monitoring and review of compliance against relevant criteria

Dust monitoring has shown compliance to requirements and criteria prescribed in the AQMP. Water quality monitoring has shown compliance to EPL discharge criteria. Although noise monitoring has shown compliance with noise predictions and compliance with Out of Hours Working protocol, some complaints have been received, which have been subsequently addressed (refer to section 5.4).

Surface water quality monitoring has also been conducted for the Project which has occurred on a monthly basis and every quarter following a rainfall event. Whilst some low level exceedences have been detected, they have not been attributed to the Project. Two causes were subsequently identified:

- Catchment exceedences within the data set historically collected. These levels typically fell outside the mean but within the range collected; or
- Exceedences from external sources. Such examples included zinc and copper in SW 5 (an inactive catchment from construction of the project).

Ecological monitoring conducted as part of Stage 1 focused on pre-clearance activities, identification of habitat features and undertaking a two stage tree removal process when hollow bearing trees were involved. Relocation of some fauna was required although this was successfully undertaken in neighbouring habitat.

Roadkill monitoring was undertaken throughout this period as required by the Ecological Monitoring Program.

5.6 Audits and inspections

The first six-monthly Project Verifier (PV) audit was conducted on the CEMP documentation and implementation. Findings from the audit verified compliance with CEMP documentation in accordance with the Conditions of Approval.

No deficiencies were identified from the PV audit to require corrective action request. Only one observation of concern was raised in the audit which has been closed out.

A Roads and Maritime audit was also conducted during this period. No corrective actions were identified. Regular fortnightly inspections undertaken with the ER and Roads and Maritime Environment Branch representative, have identified minor house-keeping matters which included:

- Erosion and Sediment Control maintenance and adequacy of controls in response to site changes.
- Adequacy of rehabilitation activities following geotechnical activities prior to substantial earthwork activities across the site.
- Dust management in vicinity of Wakehurst Parkway and Frenchs Forest Road.
- Vehicle tracking.

Each of these matters raised during inspections were rectified.

The Environmental Representative has also undertaken inspections of the site during programmed night works to confirm mitigation and management processes are in place as per the out of hours approvals.
5.7 Environmental complaints

Eighteen environmental complaints have been received in the reporting period. Complaints have overwhelmingly been related to noise associated with out of hours works. Complaints have been also received in relation to dust.

Noise complaints have arisen from programmed out of hours working as a consequence of works not being able to be conducted during the day period due to Road Occupancy Licences not being permitted for the day period.

The staging of night-time activities were programmed, assessed and monitored in accordance with the NVM and Out of Hours Working Protocol. Noise mitigation measures were implemented where possible. While activities were monitored and shown to comply with predicted noise levels, the inherent noisy nature of these activities had given rise to complaints. All noise complaints received were responded to within 24 hours and have been closed out. All complaints are recorded and tracked within the Project Consultation Manager system.

5.8 Compliance with the Stage 1 Project Approvals and RSMMs

The six monthly report on compliance with the Stage 1 Project Approvals and RSMMs are provided in:

- Appendix A - summary of Concept and Stage 1 Project compliance against the Conditions of Approval
- Appendix B - summary of the Concept and Stage 1 compliance against each of the RSMMs from the Concept and Stage 1 SPIR.
### Part A: Administrative Conditions

<table>
<thead>
<tr>
<th>Ref</th>
<th>Description</th>
<th>Responsibility (Roads and Maritime/Ferrovial York Joint Venture)</th>
<th>Compliance Status</th>
<th>Status (e.g. Date submitted to DP&amp;E, Approval obtained etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Applicable to all SSI stages prior to the approval in Schedule</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A for stage 1 Project works approved by DP&amp;E and issued for construction in Feb 2015. The project is being undertaken in accordance with the Concept Approval documents.</td>
</tr>
<tr>
<td>15</td>
<td>Applicable to all SSI stages prior to the approval in Schedule</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>Stage 1 Project commenced following on the approval of Infrastructure Approval dated 26th June 2015</td>
</tr>
</tbody>
</table>

### Part B: Requirements for Stage 2 Network Enhancement Works

<table>
<thead>
<tr>
<th>Description</th>
<th>Responsibility (Roads and Maritime Services)</th>
<th>Compliance Status</th>
<th>Status (e.g. Date submitted to DP&amp;E, Approval obtained etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ongoing</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>Stage 1 (ongoing)</td>
</tr>
</tbody>
</table>

### Part C: Community Communication Strategy

<table>
<thead>
<tr>
<th>Description</th>
<th>Responsibility (Roads and Maritime Services)</th>
<th>Compliance Status</th>
<th>Status (e.g. Date submitted to DP&amp;E, Approval obtained etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ongoing</td>
<td>Ferrovial York Joint Venture</td>
<td>Completed</td>
<td>Incorporation into the Community Communications Strategy for Stage 1 Project</td>
</tr>
</tbody>
</table>

### Part D: Environmental Performance

<table>
<thead>
<tr>
<th>Description</th>
<th>Responsibility (Roads and Maritime Services)</th>
<th>Compliance Status</th>
<th>Status (e.g. Date submitted to DP&amp;E, Approval obtained etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ongoing</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>Project website established and implemented for Stage 1 Project</td>
</tr>
</tbody>
</table>
### Schedule 3: Conditions of Approval for Stage 1 SSI Approval

#### Part A - Administrative Conditions

<table>
<thead>
<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>
<th>Compliance Status</th>
<th>Status (e.g. Date submitted to DP&amp;E, Approval obtained etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4</td>
<td></td>
<td>Full details of the Concept Proposal are published on the stage 1 Project website and on the Secretary’s website in accordance with</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A5</td>
<td></td>
<td>Proponent to ensure all employees, contractors and sub-contractors are aware of, and comply with, the conditions relating to</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A6</td>
<td></td>
<td>All communications relating to the stage 1 Project must strictly comply with the requirements of this approval</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A7</td>
<td></td>
<td>The Concept Proposal shall facilitate improvements to public transport facilities and services at a local and regional level and shall have</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A8</td>
<td></td>
<td>The Concept Proposal shall have consideration for the impact of climate change on the project area and the surrounding environment</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A9</td>
<td></td>
<td>The Proponent shall ensure that employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A10</td>
<td></td>
<td>The Proponent shall provide all necessary documents required to support the Concept Proposal and the requirements of the approval</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A11</td>
<td></td>
<td>The Proponent shall provide all necessary documents required to support the Concept Proposal and the requirements of the approval</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A12</td>
<td></td>
<td>The Proponent shall prepare a Concept Approval document and submit it to the Department for consideration</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A13</td>
<td></td>
<td>The Proponent shall notify the Secretary using the contact name and number notified by the Department from time to time of any incident as it relates to this approval,</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A14</td>
<td></td>
<td>The Proponent shall notify the Secretary within 24 hours of becoming aware of the incident on weekdays, or the following business day on weekends, of any incident as it</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>A15</td>
<td></td>
<td>The Proponent shall provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
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<td>A16</td>
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<td>The Proponent shall provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred</td>
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<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>N/A</td>
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<tr>
<td>A17</td>
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<td>The Proponent shall provide a draft version of the Concept Approval report to the Secretary for consideration prior to approval and issue for</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
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#### Part B - Environmental Performance

<table>
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<tr>
<th>Ref</th>
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<th>Responsibility (Roads and Maritime/Ferrovial York Joint Venture)</th>
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<th>Status (e.g. Date submitted to DP&amp;E, Approval obtained etc.)</th>
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<tbody>
<tr>
<td>B1</td>
<td></td>
<td>The upgrade to the drainage system, generally as described in the documents referred to in condition A2, shall achieve a minimum 10 year ARI</td>
<td>Operational</td>
<td>Roads and Maritime Services</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>B2</td>
<td></td>
<td>All surface water and groundwater shall be adequately treated to meet the requirements of condition B1, where feasible and reasonable, prior to</td>
<td>Operational</td>
<td>Roads and Maritime Services</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>B3</td>
<td></td>
<td>The Proponent shall provide a full written record of any pollution incidents arising during the period of Stage 1 Project approval</td>
<td>Operational</td>
<td>Roads and Maritime Services</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Notes:
- The Concept Approval document shall be submitted to the Secretary in accordance with Schedule 2 of the Concept Approval conditions.
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B10 The Proponent shall not destroy, modify or otherwise physically affect any heritage items outside the SSI footprint. This includes Aboriginal Heritage Conservation Act 2010, 1997, and Modern Heritage Environment Protection Act 2017. The Proponent shall not prejudicially affect any Aboriginal Heritage items or any Modern Heritage Environment Protection Act 2017 items, including Aboriginal Burial Sites and Modern Heritage Environment Protection Act 2017 items, outside the SSI footprint.

B11 Measures to protect heritage sites near or adjacent to the SSI during construction shall be detailed in the Construction Heritage Management Plan required by the Environment Protection and Biodiversity Conservation Act 1999. The Plan shall be submitted to the Secretary and Relevant Councils prior to the commencement of construction, unless otherwise agreed by the Secretary. The Plan shall be submitted to the Secretary and Relevant Councils prior to the commencement of construction, unless otherwise agreed by the Secretary. The Plan shall be submitted to the Secretary and Relevant Councils prior to the commencement of construction, unless otherwise agreed by the Secretary.

B12 Access to all properties shall be maintained during construction and operation, where feasible and reasonable, unless otherwise agreed by the Secretary.

B13 The Proponent shall investigate, in consultation with Council, facilitating left-turn access for general traffic from Patonga Road onto Frenchs Forest Road.

B14 The Proponent shall develop a Water Management Plan (WMP) to ensure that the project is designed and constructed to meet condition B1. The WMP shall be prepared in consultation with EPA and the Relevant Councils and approved by the Secretary prior to the commencement of Stage 1 works. Incorporated into a Water Management Plan for DP&E approval for ongoing Stage 1 works and prior to commencement of Stage 2 construction.

B15 The Proponent shall prepare a Surface Water Quality Monitoring Program prepared for Stage 1 works, incorporated into a Water Management Plan for DP&E approval for ongoing Stage 1 works and prior to commencement of Stage 2 construction.
B20

B19

B18

B17

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B2

B1

provision for annual reporting of monitoring results to the Secretary and OEH, or as otherwise agreed by those agencies.

Compliance Tracking Program Appendix A - Concept and Stage 1 Project Approvals Page 4 of 10

The use of visible shotcrete for retaining walls and other structures is not permitted, unless approved by the Secretary through the Urban and Design Review Panel. Other measures for reducing impact on vegetation, unless otherwise agreed by the Secretary.

The Proponent, in consultation with the Relevant Council(s), shall where feasible and reasonable, implement the urban design objectives and pedestrian, cyclist and vehicle usage until such time as construction of Stage 2, pending approval, commences. Should construction of Stage 2 not proceed within twelve months following finalisation of utility adjustments, the impacted vegetation shall be removed to the greatest extent practicable.

An independent roads safety audit is to be undertaken by an appropriately qualified and experienced person/review body during detailed design to assess the potential impact on the safety performance of the project network and associated facilities and to ensure that they meet the requirements of condition 5(b)(i) of Austroads Guide to Traffic Engineering Practice.

Replacement parking for the Skyline Shops and The Forest High School shall be provided prior to the loss of associated parking, unless otherwise agreed by the Secretary.

The project shall include the delivery of cycle facilities along Wakehurst Parkway to the north of Frenchs Forest Road and for the extent of the SSI.

The Proponent shall implement all feasible and reasonable corridor and wildlife connectivity measures, including those identified in Chapter 5 of the Fauna Management Sub Plan.

Releasing of native vegetation that is not consistent with the requirements of this condition shall be undertaken in consultation with the Secretary and shall be made available to the Secretary for review.

Urban and Design Review Panel

B13

B12

B11

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B9

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B5

B4

B3

B2

B1

The Program shall be developed by a suitably qualified and experienced ecologist in consultation with the OEH, and shall include but not necessarily be limited to:

All the cost of any such arrangements shall be borne by the Proponent, unless otherwise agreed by the service provider.

Consultation with the relevant owner and/or provider of services that are likely to be affected by the SSI shall be undertaken to make suitable arrangements for access to, diversion, relocation, protection, and/or support of the affected requirements for access to, diversion, protection, and/or support. Consultation with the relevant owner and/or provider of services that are likely to be affected by the SSI shall be undertaken to make suitable arrangements for access to, diversion, relocation, protection, and/or support of the affected utilities, services and other infrastructure potentially affected by construction and operation shall be identified prior to construction to determine the impact on the project network and associated facilities and to ensure that they meet the requirements of condition 5(b)(i) of Austroads Guide to Traffic Engineering Practice.

The Proponent shall develop and implement an Ecological Monitoring Program to monitor the effectiveness of project design and biodiversity mitigation measures implemented as part of the project.

The program shall be developed by a suitably qualified and experienced person/review body during detailed design to assess the potential impact on the safety performance of the project network and associated facilities and to ensure that they meet the requirements of condition 5(b)(i) of Austroads Guide to Traffic Engineering Practice.

The Program shall be submitted to the Secretary for approval no later than six (6) weeks prior to the commencement of construction that would result in the disturbance of native vegetation, unless otherwise agreed by the Secretary.

The Program shall be submitted to the Secretary for approval no later than six (6) weeks prior to the commencement of construction that would result in the disturbance of native vegetation, unless otherwise agreed by the Secretary.

It is to meet relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Engineering Practice.

Detailed design as per Scope of Works and Technical Requirements


All Flora and Fauna Management measures are covered in the Construction Flora and Fauna Management Sub Plan, issued for construction (Nov 2015) and Urban Design and Landscape Plan required for consultation with Council.

The Proponent shall implement all feasible and reasonable corridor and wildlife connectivity measures, including those identified in Chapter 5 of the Fauna Management Sub Plan.

Replacement parking for the Skyline Shops and The Forest High School shall be provided prior to the loss of associated parking, unless otherwise agreed by the Secretary.

Construction Ferrovial York Joint Venture Ongoing Stage 1 in accordance with approved Construction Flora and Fauna Management Sub Plan for construction (Nov 2015) and Urban Design and Landscape Plan required for consultation with Council.

The requirements for access to, diversion, protection, and/or support are being met in agreements with the respective utility providers.

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Construction Ferrovial York Joint Venture Ongoing Stage 1 construction works have been undertaken in accordance with Construction Waste and Energy Management Sub Plan and in compliance with Scope of Works and Technical Requirements.

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local environmental values

Where available and practicable, and of appropriate chemical and biological quality, stormwater, recycled water or other water sources shall be used in evidence of consultation with stakeholders on the proposed urban design and landscape measures prior to its finalisation.

sustainable design and maintenance,

Compliance Tracking Program Appendix A - Concept and Stage 1 Project Approvals Page 5 of 10

C7 The Proponent shall, where feasible and reasonable, limit high noise impact activities and work to the mid-morning and other periods. Construction Ferrovial York Joint Venture Ongoing Stage 1 works are being conducted in compliance with approved Environment Protection Licence 20673 implemented for Stage 1.

C6

C5


B32 The Proponent shall construct and operate the SSI with the objective of minimising light spillage to residential properties and be generally consistent with Light Pollution Guidelines for Urban Areas (IPvA), 5th Edition (Department of Environment and Climate Change, 2017).

vi) community safety, amenity and privacy, including 'safer by design' and crime prevention through environment design principles where relevant;

v) LAeq(15 minute) noise levels no more than 5 dB(A) above background levels at any residence in accordance with the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009); and

For the purposes of this condition, 'continuous' includes any period during which there is less than one hour respite between starting and resuming activities or a night shift.

Except as permitted by an EPL, high noise impact works and activities (including, but not limited to rock breaking, rock hammering) shall only be permitted 7:00am to 6:00pm Mondays to Fridays, inclusive; 8:00am to 1:00pm Saturdays; and 8:00am to 6:00pm Sundays. Ferrovial York Joint Venture Ongoing Stage 1 works are being conducted in compliance with approved Environment Protection Licence 20673 implemented for Stage 1.

Part C - Construction Environmental Management

C10 The Proponent shall conduct a noise and vibration assessment as a result of the SSI and a mitigation strategy to ensure the noise and vibration levels from the SSI are acceptable to residents and the public. B32 The Proponent shall construct and operate the SSI with the objective of minimising light spillage to residential properties and be generally consistent with Light Pollution Guidelines for Urban Areas (IPvA), 5th Edition (Department of Environment and Climate Change, 2017).

C9 The Proponent shall ensure that all information contained in this document is up to date and accurate. Construction / Operation Ferrovial York Joint Venture Ongoing Ongoing Monthly reports are being prepared in accordance with this Requirement.

C8 The Proponent shall ensure that the Level of Service is up to date and relevant. Construction / Operation Ferrovial York Joint Venture Ongoing Ongoing Monthly reports are being prepared in accordance with this Requirement.

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C7 The Proponent shall, where feasible and reasonable, limit high noise impact activities and work to the mid-morning and other periods. Construction Ferrovial York Joint Venture Ongoing Stage 1 works are being conducted in compliance with approved Environment Protection Licence 20673 implemented for Stage 1.
for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or
provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the OEH; and
the monitoring of the condition of species and ecological communities at offset (including translocation) locations;
adhere to the nominated haulage routes identified in the Construction Traffic Management Plan required under condition C29(c).
the objectives and biodiversity outcomes to be achieved;
timing and responsibilities for the implementation of the provisions of the Package.
where it is required in an emergency to avoid injury or the loss of life, property and/or to prevent environmental harm; or
C17 Safe pedestrian and cyclist access through or around worksites shall be maintained during construction. In circumstances where pedestrian and
cyclist access is restricted due to construction activities, a satisfactory alternate route shall be provided and signposted.
C13 No blasting shall be undertaken unless reviewed and approved by the secretary in consultation with the EPA Construction Ferrovial York Joint Venture Closed No blasting proposed for Stage 1 works in accordance with
C12 During construction, affected educational institutions (including The Forest High School) shall be consulted and feasible and reasonable steps taken to

2014 and developed in consultation with and to meet the requirements of OEH unless otherwise agreed by the Secretary.
The Proponent shall develop and implement a
Construction Traffic and Access Management Sub Plan and Community Communications Strategy
Note: Nothing in this condition restricts the Proponent commencing adjustment and minor upgrades to the existing road network to cater for
requirements of the Relevant Council, and at the full expense of the Proponent.
shall be submitted to the Relevant Council for review prior to the commencement of haulage.

Commitment/Obligation
Construction Traffic and Access Management Sub Plan
Maritime/Ferrovial York
Responsibility
Roads and Maritime/Ferrovial York
Compliance
Ongoing

The Proponent shall mitigate the effects of noise on residents, including cessation of relevant works, as appropriate, such that emissions of silent and

vi.
ii.
ii.

biodiversity offset measures proposed to ensure the outcomes of the package are achieved, including:

v.
iv.

b) where a negotiated agreement has been reached with affected receivers, where the prescribed noise and vibration levels cannot be achieved; or
c) for human exposure, the acceptable vibration values set out in the Assessing Vibration: A Technical Guideline (Department of Environment and

Construction
Ferrovial York Joint Venture

Compliance Status
Ongoing

Construction Noise and Vibration Sub Plan and Community Communications Strategy

Construction Noise and Vibration Management Plan and Community Communications Strategy

Construction Noise and Vibration Management Plan and Community Communications Strategy

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<td>C21</td>
<td></td>
<td>The Proponent shall provide boundary screening at all construction compounds that adjoin or are adjacent to residential, educational and/or commercial properties, with the exception of being consistent with the surrounding context.</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
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<td>The Proponent shall provide boundary screening at all construction compounds that adjoin or are adjacent to residential, educational and/or commercial properties, with the exception of being consistent with the surrounding context.</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
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<td>C24</td>
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<td>The Proponent shall provide boundary screening at all construction compounds that adjoin or are adjacent to residential, educational and/or commercial properties, with the exception of being consistent with the surrounding context.</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>C25</td>
<td></td>
<td>All ancillary facilities and access points shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the Secretary. The CEMP may be prepared in stages; however, construction works shall not commence until written approval of the relevant stage has been received from the Secretary.</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>C26</td>
<td></td>
<td>The Secretary’s approval is not required for minor Ancillary Facilities (e.g. lunch sheds, office sheds, and portable toilet facilities) that do not comply with the criteria set out in condition D28.</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>C27</td>
<td></td>
<td>The Proponent shall provide notices to adjoining property owners and residents where reasonable.</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>C28</td>
<td></td>
<td>A Construction Compound and Ancillary Facilities Management Sub Plan (Appendix B8 of the Concept Proposal) was prepared and consultation completed in accordance with these requirements prior to DP&amp;E approval and issue for construction in Nov 2015.</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>C29</td>
<td></td>
<td>The CEMP shall include procedures for its periodic review and update (including the sub-plans required under Condition C28), as necessary (including the sub-plans required under Condition C28). The CEMP shall include, but not necessarily be limited to:</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
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<td>The CEMP shall include procedures for its periodic review and update (including the sub-plans required under Condition C28), as necessary (including the sub-plans required under Condition C28). The CEMP shall include, but not necessarily be limited to:</td>
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<td>The CEMP shall include procedures for its periodic review and update (including the sub-plans required under Condition C28), as necessary (including the sub-plans required under Condition C28). The CEMP shall include, but not necessarily be limited to:</td>
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</tr>
<tr>
<td>(iii)</td>
<td>construction activities, which have the potential to impact on watercourses, storage facilities, stormwater flows, and the amenity of the surrounding environment. The Plan shall be developed in consultation with the Council, emergency services, road user groups, health infrastructure, the National High School Monitoring Group, and include, but not necessarily limited to:</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Canceled</td>
<td>Implementation of approved Stage 1 Construction Heritage Management Sub Plan (Appendix B3 of CEMP)</td>
<td></td>
</tr>
<tr>
<td>(iv)</td>
<td>details of management measures to minimise and manage potential sediment loads discharging to receiving drainagelines as a result of construction activity.</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Canceled</td>
<td>Implementation of approved Stage 1 Construction Heritage Management Sub Plan (Appendix B3 of CEMP)</td>
<td></td>
</tr>
<tr>
<td>(v)</td>
<td>procedures and mitigation measures to ensure construction impactson Aboriginal and non-Aboriginal heritage will be appropriately avoided,</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Canceled</td>
<td>Implementation of approved Stage 1 Construction Heritage Management Sub Plan (Appendix B3 of CEMP)</td>
<td></td>
</tr>
</tbody>
</table>

References:

- Ferrovial York Joint Venture
- Compliance Tracking Program Appendix A - Concept and Stage 1 Proposal Approvals

Page 4 of 10
### Part D - Operational Environmental Management and Reporting

<table>
<thead>
<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>
<th>Compliance Status</th>
<th>Status (e.g. Date submitted to DP&amp;E, Approval obtained etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.1</td>
<td>A</td>
<td>Traffic management and noise reduction (in accordance with the Road Managers Agreement)</td>
<td>Construction</td>
<td>Roads and Maritime/Ferrovial York Joint Venture</td>
<td>Completed</td>
<td>Information obtained - Application Stage 1 Environmental Management Sub Plan (Appendix B of the CEMP).</td>
</tr>
</tbody>
</table>

#### 15.2 Details of any complaints received relating to traffic, transport and access impacts, and how they are handled:

- Habitat tree and hollow bearing tree management, and
- Construction worker education;

15.3 Identify all sensitive receiver locations eligible for architectural treatments.

- D7 Architectural treatments agreed between the parties shall be implemented, where practicable, within six months of reaching such an agreement. Pre-Construction / Construction.

- D5 Within four weeks of the Secretary's approval of the report required by condition D3, the Proponent shall write to each landowner whose property is identified as eligible for architectural treatment. If eligible, the proponent will offer to provide and fund feasible and reasonable architectural noise mitigation measures to achieve the criteria outlined in the NSW Road Noise Policy (DECCW, 2011). Pre-Construction / Construction.

- D4 Tactile noise from traffic signals shall be managed in accordance with the Roads and Maritime Management framework identified in Nofthem Beaches Hospital Road Connectivity and Network to Environments - Stage 1 and Corrimal Proposed Name and Variation Submissions Report, SLR, March 2015.

- D3 Traffic noise monitoring to compare actual noise performance of the SSI against noise performance predicted in the review of noise mitigation measures required by condition D1, and prepare an Operational Noise Compliance Report to document this monitoring. The Report shall include, but not be limited to:

  1. a pathogen and weed management strategy, incorporating weed management measures focusing on early identification of invasive weeds and rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas; and
  2. measures to control non-native vegetation growth for architectural treatments.

- D2 Noise from traffic signals shall be managed in accordance with the Roads and Maritime Management framework identified in Nofthem Beaches Hospital Road Connectivity and Network to Environments - Stage 1 and Corrimal Proposed Name and Variation Submissions Report, SLR, March 2015.

- D1 The Secretary shall undertake a review of the operational noise mitigation measures proposed to be implemented for the SSI. The Review shall be undertaken by a suitably qualified and experienced acoustic specialist and shall:

  1. undertake a review of the operational noise mitigation measures identified in the Fauna and Flora Management Sub Plan (Appendix B2 of the CEMP) to determine if these measures are adequate to achieve the criteria established in the NSW Road Policy (DECCW, 2011); and
  2. undertake a review of the operational noise mitigation measures identified in the Fauna and Flora Management Sub Plan (Appendix B2 of the CEMP) to determine if these measures are adequate to achieve the criteria established in the NSW Road Policy (DECCW, 2011). The Review shall be undertaken by a suitably qualified and experienced acoustic specialist and shall:

- D0 The Review shall be undertaken by a suitably qualified and experienced acoustic specialist and shall:

  1. undertake a review of the operational noise mitigation measures identified in the Fauna and Flora Management Sub Plan (Appendix B2 of the CEMP) to determine if these measures are adequate to achieve the criteria established in the NSW Road Policy (DECCW, 2011); and
  2. undertake a review of the operational noise mitigation measures identified in the Fauna and Flora Management Sub Plan (Appendix B2 of the CEMP) to determine if these measures are adequate to achieve the criteria established in the NSW Road Policy (DECCW, 2011).
### Concept Proposal and Stage 1 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/Ferrovial York Joint Venture)</th>
<th>Compliance Status</th>
<th>Status (e.g. Date submitted to DP&amp;E, Approval obtained etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/7</td>
<td></td>
<td>D9 Prior to the commencement of operation, the Proponents shall incorporate the SSI into existing environmental management systems administered by the Proponent and prepared in accordance with the AS/NZS ISO 14000 Environmental Management System series.</td>
<td>Operation</td>
<td>Roads and Maritime/Ferrovial York Joint Venture</td>
<td>initial</td>
<td>10/04/2004</td>
</tr>
</tbody>
</table>
## Revised Safeguards and Management Measures - Traffic and Transport

<table>
<thead>
<tr>
<th>Impact</th>
<th>Impact Description</th>
<th>Phase</th>
<th>Responsibility (Roads and Maritime/Ferrovial York Joint Venture)</th>
<th>Compliance Status</th>
<th>Status (e.g. Date submitted to DP&amp;E, Approval obtained etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concept Approval</td>
<td>A construction traffic management plan would be developed and implemented as part of Stages 1 and 2 of the Concept Proposal. The construction traffic management plan would focus on maintaining general traffic flow and specifying appropriate site accesses and construction traffic routes. Detailed construction staging would inform each stage of the Concept Proposal. Subject to safety reasons and other environmental impacts (e.g. noise), construction traffic movements would be limited to off-peak periods, with peak period construction staggered to minimise construction traffic during these periods. Priority would be given to the use of the arterial road network for construction vehicle access routes. The Construction Traffic Management Plan would include consideration of: – management of impacts on waste collection from properties affected by construction of retaining walls along Naree Road and Forest Way – maintenance of traffic flows Council would be consulted with regard to maintaining safe vehicle passage along Frenchs Forest Road during construction.</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Closed</td>
<td>Stage 1 Construction Traffic and Access Management Sub Plan approved by DP&amp;E and issued for construction (Nov 15). Stage 2 requirements incorporated into revised TAMP submitted for DP&amp;E approval.</td>
</tr>
<tr>
<td>Cumulative Construction Traffic Impacts</td>
<td>Consultation would be undertaken with Health Infrastructure to coordinate scheduling of construction activities and deliveries. Consultation would be undertaken with Health Infrastructure, regarding the need for construction access to the hospital site to focus on the Warringah Road/Bantry Bay Road intersection.</td>
<td>Construction</td>
<td>Roads and Maritime</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 TAMP approved by DP&amp;E (refer to Table 7-1 TAMP56 and TAMP57). Consultation undertaken as part of interface meetings with Healthscope contractor. RSMM incorporated into Stage 2 requirements incorporated into Stage 2 revised TAMP for DP&amp;E approval.</td>
</tr>
<tr>
<td>Property Impacts</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>Construction</td>
<td>Ferrovial York Joint Venture / Roads and Maritime</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 TAMP approved by DP&amp;E (refer to Table 7-1 TAMP25). RSMM incorporated into Stage 2 revised TAMP for DP&amp;E approval. Property owners are being consulted in accordance with Community Communications Strategy.</td>
</tr>
<tr>
<td>Road and footpath cross falls</td>
<td>Council’s requirements would be included as design parameters/ objectives for detailed design.</td>
<td>Detailed Design</td>
<td>Ferrovial York Joint Venture / Roads and Maritime</td>
<td>Ongoing</td>
<td>Being considered in detailed design.</td>
</tr>
<tr>
<td>Street lighting</td>
<td>The cost for any required upgrading of street lighting would be met by Roads and Maritime</td>
<td>Pre-construction</td>
<td>Ferrovial York Joint Venture / Roads and Maritime</td>
<td>Ongoing</td>
<td>Noted for action as required.</td>
</tr>
<tr>
<td>Rat running during construction</td>
<td>Regular monitoring of local streets that exhibit increases in traffic and would be carried out and would include consultation with Council with regard to temporary measures that could be implemented to manage safety and related issues.</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture / Roads and Maritime</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 TAMP approved by DP&amp;E (refer to Table 7-1 TAMP24). Traffic and safety monitoring conducted during Stage 1 works. RSMM incorporated into Stage 2 revised TAMP for</td>
</tr>
<tr>
<td>Shared Paths</td>
<td>Shared paths would generally conform to a three metre width as a desirable minimum and a 2.5 metre width as an absolute minimum to avoid impacting on utilities and trees, etc.</td>
<td>Detailed Design</td>
<td>Ferrovial York Joint Venture / Roads and Maritime</td>
<td>Ongoing</td>
<td>Being considered in detailed design.</td>
</tr>
<tr>
<td>Pedestrian Connectivity and Access</td>
<td>Design development would consider all relevant matters including disabled access requirements and would be carried out in accordance with the Australian Standards, Austroads Design Standards, Guides, Codes, and Roads and Maritime Road supplements</td>
<td>Detailed Design</td>
<td>Ferrovial York Joint Venture / Roads and Maritime</td>
<td>Ongoing</td>
<td>Being considered in detailed design.</td>
</tr>
</tbody>
</table>
Roads and Maritime would consider provision of a pedestrian refuge in Russell Avenue and changes to the kerb to slow traffic turning left.

The design for the northern footpath on Frenchs Forest Road would adopt a 0.8 metre wide verge behind kerb and a 1.5 metre wide formed concrete footpath as agreed with Council.

Reconfiguration of the waiting facilities associated with the northbound bus bay in Forest Way at the Forestway Shopping Centre would be further considered during detailed design.

Construction of new and relocated bus shelters would be carried out in accordance with Council's design requirements and applicable disability access standards. This would include appropriate consultation with Council.

Car Parking
Continue to work with Council to determine if further parking can be implemented on local roads adjacent to Frenchs Forest Road and Naree Road.

Signage
Development and finalisation of the wayfinding strategy would include consultation with Council.
Development of the strategy would address all relevant issues including number of signs, and types and locations of directional signage for all road users.

Access to Skyline Shops
For vehicles wishing to access the Skyline Shops, compensatory parking would be provided along Frenchs Forest Road East
Signage would be provided to inform drivers of the access restrictions on Patanga Road.

Patanga Road traffic would be monitored post completion of the project and any additional traffic management required along Patanga Road would be considered in consultation with the Council.

Operational Performance of Warringah Road and Wakehurst Parkway
The performance of the intersection of Forest Way and Adams Street would be monitored following completion of construction works for the project.
Should this identify a continued performance issue, further investigation would be carried out with regard to work that could be implemented (as a separate project) that would improve traffic flow.

Stage 1 Project

Construction Traffic Impacts
A construction traffic management plan would be developed and implemented as part of the Stage 1 Project. The construction traffic management plan would focus on maintaining general traffic flow and specifying appropriate site accesses and construction traffic routes. It would include:
– Traffic Control Plans showing the access arrangements and the details of required signs and devices.
– Pedestrian and Cyclist Management Plans.
– Consultation strategy for access requirements to adjacent properties including The Forest High School and Frenchs Forest Police Station.
– Hours of operation, including prohibitions on queuing outside sites prior to commencement of work.
– Road safety audit requirements.
– Any localised improvements/adjustments to existing traffic management arrangements.

Preparation of the plan would include consultation with Health Infrastructure to accommodate, where reasonable and feasible, construction traffic issues associated with hospital construction.

Subject to safety reasons and other environmental impacts (e.g. noise), construction traffic movements would be limited to off-peak periods, with peak period construction staggered to minimise construction traffic during these periods.
Priority would be given to the use of the arterial road network for construction vehicle access routes.

Cumulative Construction
Consultation would be undertaken with Health Infrastructure to coordinate scheduling of construction activities and deliveries.
<table>
<thead>
<tr>
<th>Traffic Impacts</th>
<th>Consultation would be undertaken with Health Infrastructure regarding the need for construction access to the hospital site to focus on the Warringah Road/Bantry Bay Road intersection.</th>
<th>Construction Ferrovial York Joint Venture</th>
<th>Ongoing RSMM incorporated into Stage 1 TAMP approved by DP&amp;E (refer to Table 7-1 TAMP25). Traffic Control Plans to be prepared. Property owners are being consulted in accordance with Community Communications.</th>
</tr>
</thead>
<tbody>
<tr>
<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>Construction Ferrovial York Joint Venture</td>
<td>Ongoing Requirement met within the Stage 1 CCAFMP and Traffic Control Plan. RSMM also addressed in Stage 1 CEMP Sub Plans: TAMP (Appendix B1), FFMP (Appendix B2) and SWMP (Appendix B4)</td>
</tr>
<tr>
<td>Use of additional construction compound site</td>
<td>Use of the additional compound site would be subject to a site-specific traffic control plan under the proposed construction traffic management plan. The surrounding DFEC would be protected from inadvertent damage with the implementation of an exclusion zone (perimeter fencing/screening) established around the site where the site borders identified DFEC. Following completion of the construction work, the site would be revegetated with local native trees, shrubs and groundcovers that occur within DFEC. Stockpiles would be covered, or stabilised where possible, to minimise dust generation during windy conditions.</td>
<td>Construction Ferrovial York Joint Venture</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Operational Traffic</td>
<td>An operational traffic review would be undertaken within 12 months of opening of the Stage 1 Project to confirm the operational traffic impacts of the project on Forest Way, Naree Road, Frenchs Forest Road, Warringah Road and Wakehurst Parkway in close proximity to the hospital. The assessment would be based on actual traffic counts and will assess the level of service at major intersections within the assessed road network. Where necessary, the outcomes of the operational traffic review would be used to identify any additional feasible and reasonable measures to be implemented where it is determined that the level of service has significantly deteriorated as a result of the Stage 1 Project, compared to the levels described in Section 7. Detailed design would consider the need for the additional crossing legs at the intersections of Romford Road/Frenchs Forest Road West and Wakehurst Parkway/Frenchs Forest Road West. Roads and Maritime would continue to consult with the Department of Education and Communities, The Forest High School and other stakeholders during detailed design to ensure appropriate consideration of all relevant issues relating to safe access to the school.</td>
<td>Operation Roads and Maritime Services</td>
<td>Open Noted for action as required.</td>
</tr>
<tr>
<td>Revised Safeguards and Management Measures - Noise and Vibration</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concept Proposal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General construction noise and vibration impacts</td>
<td>A 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.</td>
<td>Pre-Construction Ferrovial York Joint Venture</td>
<td>Closed Stage 1 Construction Noise and Vibration Management Sub Plan approved by DP&amp;E and issued for construction (Nov 15). Stage 2 requirements incorporated into revised NVMP submitted for DP&amp;E approval.</td>
</tr>
<tr>
<td>Operational road traffic</td>
<td>Operational noise impacts associated with both stages of the Project would be assessed and presented in the Stage 2 EIS.</td>
<td>Pre-Construction Roads and Maritime Services</td>
<td>Closed Stage 2 EIS completed</td>
</tr>
<tr>
<td>Noise impacts generally</td>
<td>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.</td>
<td>Pre-Construction Roads and Maritime Services</td>
<td>Ongoing Consultation ongoing with the Forest High School Working Group</td>
</tr>
</tbody>
</table>

### Stage 1 Project
| General construction noise and vibration impacts | A Construction Noise and Vibration Management Plan would be prepared for the Stage 1 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  
- A map showing the locations of all sensitive receivers  
- Specific mitigation treatments, management methods and procedures to be implemented to control noise and vibration during construction  
- Construction timetabling to minimise noise impacts including time and duration restrictions, respite periods and frequency  
- Procedures for notifying residents, business owners, schools and other sensitive receivers of construction activities likely to affect their amenity through noise and vibration  
- Contingency procedures to be implemented in the event of non-compliances and/or noise complaints. | Construction Ferrovial York Joint Venture | Closed | Stage 1 NVMP approved by DP&E and issued for construction (Nov 15) and implemented for construction. |
| Construction Hours | Where reasonable and feasible, works would be undertaken within ICNG recommended working hours.  
Where works are required to be undertaken outside of recommended working hours, all appropriate approvals would be obtained prior to works, and all affected receivers would be notified of all relevant details relating to the works. | Construction Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 NVMP refer to Table 8-2 NVMM5 and NVMM6. NVMP implemented for construction including Out Of Hours Work protocol which is being implemented for construction. |
| Construction Vibration | Where reasonable and feasible, use lower vibration generating items of excavation plant and equipment e.g. smaller capacity rock breaker hammers.  
Use dampened rock breakers and/or ‘city’ rock breakers to minimise the impacts associated with rock breaking works.  
If vibration-intensive works are required within the safe working distances, vibration monitoring or attended vibration trials would be undertaken to ensure that levels remain below the cosmetic damage criterion.  
Building condition surveys would be completed both before and after the works to identify the existing condition and any damage due to the Stage 1 Project works. | Construction Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 NVMP refer to Table 8-2 NVMM23, NVMM24, NVMM25, NVMM26. Building surveys completed. Vibration assessments undertaken as required. |
| Impacts on sensitive receivers | Local residents would be advised of hours of operation (including out of hours works) and duration of works, and supplied with a contact name and number for queries and complaints regarding noise and vibration matters.  
Complaints received are to be recorded and attended to promptly in accordance with the Roads and Maritime Draft Community Consultation Framework. | Construction Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 NVMP refer to Table 8-2 NVMM27, NVMM28. Community Communication Strategy includes notification requirements and complaint management processes which is being implemented for |
| Operational road traffic noise | Noise mitigation in the form of acoustic treatment of existing individual dwellings will be considered, where feasible and reasonable at receivers that exceed the RNP noise criteria.  
Consideration of the feasible and reasonable noise management strategies presented in Section 8.5.2 would be undertaken during detailed design, and appropriate noise management measures implemented for the operation phase.  
Within 12 months of the commencement of operation of the project an operational noise review will be undertaken. This will include:  
- Monitoring to compare actual noise performance of the project against predicted noise performance  
- An assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of all feasible and reasonable mitigation measures  
- Identification of any additional feasible and reasonable measures that will be implemented with the objective of meeting the criteria in the NSW Road Noise Policy (EPA 2011), when these measures will be implemented and how their effectiveness will be measured and reported. | Construction Roads and Maritime Services | Ongoing | Requirement noted for action |

Revised Safeguards and Management Measures - Biodiversity

Concept Proposal
**General biodiversity impacts**

A Construction Flora and Fauna Management Plan would be prepared for the Stage 1 Project and Stage 2 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.

Operational impacts would be offset through the biodiversity offset strategy developed for the Concept Proposal.

The biodiversity assessment would be updated for the Stage 2 Project and would incorporate additional information developed subsequent to the assessment for the Concept Proposal and Stage 1 Project.

**Loss of DFEC and threatened species habitat**

Establish exclusive zones around the areas of DFEC and other native vegetation to be retained within the construction impact area, including those within the construction site compound.

Implement sediment and erosion controls in accordance with the Blue Book (Landcom 2004) during construction.

Investigate reasonable and feasible options for sustaining moisture in Red-crowned Toadlet breeding habitat during detailed design for the remainder of the Concept Proposal area.

Nest boxes would be installed in accordance with the Roads and Maritime Biodiversity Guidelines. The number and type of nest boxes required would be based on the number, quality and size of hollows that would be removed from the Concept Proposal area.

Should removal of the tree used by the Powerful Owl in the grounds of The Forest High School be required, it would be undertaken outside of the breeding season.

A porous material would be used around the base of the tree along with fencing around the perimeter of the TPZ to avoid cars driving over the roots.

**Habitat corridor and wildlife connectivity**

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.

Options for maintaining wildlife connectivity across the project area as part of Stage 2 EIS would be investigated where reasonable and feasible. This would include identifying species known to occur in the locality, particularly threatened species that would benefit from connectivity enhancement and determining the types of crossings that could be suitable.

Prioritise investigation of offset sites that contribute to maintenance of wildlife connectivity in the local area.

**Stage 1 Project**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Responsible Party</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement sediment and erosion controls in accordance with the Blue Book (Landcom 2004) during construction.</td>
<td>Construction Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Investigate reasonable and feasible options for sustaining moisture in Red-crowned Toadlet breeding habitat during detailed design for the remainder of the Concept Proposal area.</td>
<td>Pre-construction Roads and Maritime Services</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF5 and implemented during Stage 1 works.</td>
</tr>
<tr>
<td>Nest boxes would be installed in accordance with the Roads and Maritime Biodiversity Guidelines. The number and type of nest boxes required would be based on the number, quality and size of hollows that would be removed from the Concept Proposal area.</td>
<td>Pre-Construction / Construction Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF11. Requirement being progressed as part of detailed design.</td>
</tr>
<tr>
<td>Should removal of the tree used by the Powerful Owl in the grounds of The Forest High School be required, it would be undertaken outside of the breeding season.</td>
<td>Detailed Design Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>Potential mitigation of impacts being considered as part of detailed design. Controls noted for action if required.</td>
</tr>
<tr>
<td>A porous material would be used around the base of the tree along with fencing around the perimeter of the TPZ to avoid cars driving over the roots.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Stage 1 construction Flora and Fauna Management Sub Plan approved by DP&E and issued for construction (Nov 15). Stage 2 requirements incorporated into revised FFMP submitted for DP&E approval.
<table>
<thead>
<tr>
<th>General biodiversity impacts</th>
<th>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: Management strategies for pre-construction, construction and post-construction activities involving control measures for pre-clearing process - A map showing the DFEC and other native vegetation to be retained - Fauna rescue and release procedure Procedure for controlling the introduction and spreading of weeds and pathogens - Proposed strategies for re-use of coarse woody debris and bushrock - Unexpected threatened species finds procedure consistent with the Roads and Maritime Biodiversity Guidelines (RTA 2011) to manage any unexpected finds during construction.</th>
<th>Construction</th>
<th>Ferrovial York Joint Venture</th>
<th>Closed</th>
<th>Stage 1 construction Flora and Fauna Management Sub Plan approved by DP&amp;E and issued for construction (Nov 15).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of DFEC and other native vegetation</td>
<td>Establish exclusion zones around areas of DFEC and other native vegetation to be retained outside of the construction impact area.</td>
<td>Pre-construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF5, FF6 and implemented for Stage 1 works.</td>
</tr>
<tr>
<td>Detailed design would aim to minimise impacts on DFEC and other moderate to good condition native vegetation.</td>
<td></td>
<td>Detailed Design</td>
<td>Roads and Maritime Services</td>
<td>Open</td>
<td>Potential mitigation of impacts being considered as part of detailed design.</td>
</tr>
<tr>
<td>Threats to threatened species habitat</td>
<td>Implement sediment and erosion controls in accordance with the Blue Book (Landcom 2004) during construction.</td>
<td>Pre-Construction / Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF8. Erosion and Sediment controls prepared in accordance with Blue Book in compliance with construction SWQMP (Example of progressive erosion and sediment controls).</td>
</tr>
<tr>
<td>Nest boxes would be installed in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011). The number and type of nest boxes required would be based on the number, quality and size of hollows that would be removed.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF9. Nest box program has been implemented for Stage 1 works.</td>
</tr>
<tr>
<td>Investigate reasonable and feasible options for sustaining moisture in Red-crowned Toadlet breeding habitat during detailed road design for the remainder of the Concept Proposal area.</td>
<td>Pre-construction</td>
<td>Roads and Maritime Services</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF11. Requirement being progressed as part of detailed design.</td>
<td></td>
</tr>
<tr>
<td>Spread of invasive weeds</td>
<td>Undertake weed management and control in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011) during and post- construction.</td>
<td>Pre-Construction / Construction</td>
<td>Ferrovial York Joint Venture / Roads and</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF12 and implemented during Stage 1 works.</td>
</tr>
<tr>
<td>Introduction of diseases</td>
<td>Should Phytophthora cinnamomi be identified, follow protocol to prevent introduction or spread of Phytophthora cinnamomi and Myrtle Rust consistent with Roads and Maritime Biodiversity Guidelines – Guide 7 (Pathogen Management) (RTA, 2011) during construction. The protocols used should be either the Sydney Region Pest Management Strategy or Best Practice Guidelines for Phytophthora cinnamomi (DECC 2008) and the DPI hand-out prepared for Myrtle Rust response 2010-11: Preventing spread of Myrtle Rust in bushland or the OEH Interim Management Plan for Myrtle Rust in Bushland (2011).</td>
<td>Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF18, FF19. Mapping of potential pathogens including with Pathogen and Weed Management Strategy.</td>
</tr>
<tr>
<td>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.</td>
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<tr>
<td>Habitat corridor and wildlife connectivity</td>
<td>Prioritise investigation of offset sites that contribute to maintenance of wildlife connectivity in the local area.</td>
<td>Pre-Construction / Construction /</td>
<td>Roads and Maritime Services</td>
<td>Ongoing</td>
<td>Being incorporated as part of Biodiversity Offset program</td>
</tr>
<tr>
<td>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.</td>
<td>Detailed Design</td>
<td>Ferrovial York Joint Venture</td>
<td></td>
<td>Ongoing</td>
<td>Potential mitigation of impacts being considered as part of detailed design. Revegetation to be consistent with Biodiversity Guidelines in the Urban Design and Landscape Plan.</td>
</tr>
<tr>
<td>Ensure revegetation works use local native trees, shrubs and groundcovers that occur in DFEC.</td>
<td>Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Open</td>
<td>Revegetation to be undertaken in accordance with approved Urban Design and Landscape Plan.</td>
<td></td>
</tr>
<tr>
<td>Impact on native fauna and their habitat</td>
<td>Identify areas of suitable habitat nearby for release of any fauna species encountered during construction in accordance with Roads and Maritime Biodiversity Guidelines (RTA 2011).</td>
<td>Pre-Construction / Operation</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF23 to FF31 and is implemented for</td>
</tr>
<tr>
<td>Habitat Management</td>
<td>Construction</td>
<td>Stage 1 works.</td>
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<tr>
<td>Implement reasonable and feasible measures to prevent pollution of waterways and drainage lines in the area downstream of the proposed works during and post-construction.</td>
<td>Roads and Maritime Services</td>
<td>Pre-clearing surveys completed for Stage 1. Clearing undertaken in accordance with clearing and grubbing method statements incorporating actions for habitat removal, bush rock and hollows recovery, and controls on potential pollution pathways. Pathogen and Weed Management Plan implemeneted to mitigate impacts.</td>
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<tr>
<td>Should bushrock removal be required, it should be replaced in suitable areas as part of post-construction restoration in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011).</td>
<td>Roads and Maritime Services</td>
<td>Stage 1 works.</td>
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<tr>
<td>Should removal of dead wood and trees be required it should be replaced in suitable areas as part of post-construction restoration in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011).</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into Stage 1 Traffic and Access Management Plan (TAMP) approved by DP&amp;E (refer to Table 7-1 TAMP25 and TAMP26).</td>
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<tr>
<td>Undertake staged habitat removal of hollow-bearing trees and bushrock in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011).</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into TAMP section 8.3. Communications on traffic management undertaken in accordance with Community Communications Strategy.</td>
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</tr>
<tr>
<td>Avoid impacts on potential Koala habitat in ESU 4 and avoid the removal of Koala feed tree wherever reasonable and feasible.</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Undertake pre-clearing surveys for threatened plants that could potentially occur in the construction impact area. Any threatened plants identified would be managed in accordance with the unexpected threatened species finds procedure consistent with the Roads and Maritime Biodiversity Guidelines (RTA 2011).</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing Consultation with Council ongoing as detailed design progresses.</td>
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<tr>
<td>Provide compensation for land acquisitions in accordance with Land Acquisition (Just Terms Compensation) Act 1991.</td>
<td>Roads and Maritime Services</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Investigations into alignment refinements along Warringah Road would be undertaken to avoid or minimise property impacts to the south during the preparation of the Stage 2 EIS.</td>
<td>Roads and Maritime Services</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Access to businesses 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 and a signage strategy would be implemented to explain new access arrangements where required.</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing Consultation with Council ongoing as detailed design progresses.</td>
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</tr>
<tr>
<td>Business, Economic and Property Impacts</td>
<td>Roads and Maritime Services</td>
<td>Ongoing Consultation with Council ongoing as detailed design progresses.</td>
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<tr>
<td>Pre-Stage 1 compensation</td>
<td>Roads and Maritime Services</td>
<td>Ongoing Consultation with Council ongoing as detailed design progresses.</td>
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<tr>
<td>To be undertaken as required during Stage 1 and Stage 2.</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>To be considered in Stage 2 detailed design.</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Closed</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Traffic and Access</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Develop, implement and communicate the construction traffic management plan with the aim of minimising traffic impacts and disruptions.</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Pre-construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<td>Ferrovial York Joint Venture</td>
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<td>Pre-construction</td>
<td>Ferrovial York Joint Venture</td>
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<tr>
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<td>Ferrovial York Joint Venture</td>
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<td>Ferrovial York Joint Venture</td>
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</tr>
<tr>
<td>Business, Economic and Property Impacts</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Development consents that would be affected by road works would be identified during detailed design and the extent to which they might be affected would be assessed.</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Local Development</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Warringah Council would be provided with suitable information to facilitate the provision of advice to applicants with regard to circumstances requiring the referral of development applications to Roads and Maritime.</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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<tr>
<td>Subject to obtaining planning approval, a final full list of all affected properties would be provided to Warringah Council so that a layer can be created in Council’s GIS system for DA assessment and referral purposes.</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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</tr>
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<td>Development consents that would be affected by road works would be identified during detailed design and the extent to which they might be affected would be assessed.</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into 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 (refer to Section 7.1.3).</td>
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</table>
Roads and Maritime will investigate alternative options to provide on-street parking along the widened section of Frenchs Forest Road East between Allambie Road and Warringah Road. Further consultation would be undertaken with Council and local businesses.

<table>
<thead>
<tr>
<th>Property Impacts</th>
<th>Provide compensation to those property owners directly impacted by project in accordance with Land Acquisition (Just Terms Compensation) Act 1991.</th>
<th>Pre-construction Roads and Maritime Services</th>
<th>Ongoing To be undertaken as required during Stage 1 and Stage 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Amenity Impacts</td>
<td>Undertake consultation with the local community about the duration, location and timing of construction and the potential impacts throughout the construction phase.</td>
<td>Construction Ferrovial York Joint Venture/ Roads and Maritime</td>
<td>Ongoing RSMM incorporated into Community Communications Strategy with communications with local community being undertaken, and updates on RMS Project website</td>
</tr>
<tr>
<td>Noise mitigation in the form of acoustic treatment of existing individual dwellings will be considered, where feasible and reasonable at receivers that exceed the RNP noise criteria.</td>
<td>Detailed Design Ferrovial York Joint Venture/ Roads and Maritime</td>
<td>Ongoing Being considered as required during detailed design.</td>
<td></td>
</tr>
<tr>
<td>Reduce visual impacts of project on residents through the implementation of design elements and safeguards noted in the landscape character and visual impact assessment (refer to Section 3.12).</td>
<td>Detailed Design Ferrovial York Joint Venture</td>
<td>Ongoing Urban Design and Landscape Plan in accordance with Scope of Works and Technical Criteria and detailed design.</td>
<td></td>
</tr>
<tr>
<td>Community Services</td>
<td>Undertake consultation with schools, child care centres, medical facilities and recreational facilities throughout construction about the duration, location and timing of construction and the potential impacts on their activities.</td>
<td>Construction Ferrovial York Joint Venture/ Roads and Maritime</td>
<td>Ongoing RSMM incorporated into Community Communications Strategy with consultation being undertaken with community stakeholders.</td>
</tr>
<tr>
<td>Ensure access is maintained to community facilities and open space throughout construction. The need for any alternative and/or temporary access arrangements would be agreed with affected property managers/owners and a signage strategy would be implemented to explain new access arrangements where required.</td>
<td>Construction Ferrovial York Joint Venture/ Roads and Maritime</td>
<td>Ongoing RSMM incorporated into TAMP and Community Communications Strategy and has been implemented during construction</td>
<td></td>
</tr>
<tr>
<td>Traffic and Access</td>
<td>Develop, implement and communicate traffic management plan with the aim of minimising traffic impacts and disruptions (refer to Section 7.1.3).</td>
<td>Construction Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into Stage 1 Traffic and Access Management Plan (TAMP) approved by DP&amp;E with Traffic Control Plans issued for construction work sites.</td>
</tr>
<tr>
<td>Community Severance and Cohesion</td>
<td>Ensure existing pedestrian and cyclist networks are maintained or provide alternate arrangements where needed.</td>
<td>Construction Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into Stage 1 Traffic and Access Management Plan (TAMP) approved by DP&amp;E with Traffic Control Plans issued for construction work sites.</td>
</tr>
<tr>
<td>Community Consultation</td>
<td>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 (refer to Section 7.1.3).</td>
<td>Construction Ferrovial York Joint Venture/ Roads and Maritime</td>
<td>Ongoing RSMM incorporated into Community Communications Strategy with communications with local community being undertaken, and updates on RMS Project website</td>
</tr>
</tbody>
</table>

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

**Stage 1 Project**

| Visual Impacts | A detailed landscape plan will be prepared for the project. The landscape plan will build on the finding of the Urban Design, Landscape Character and Visual Working Paper and will include detailed set out, species and planting guides. | Pre-construction Ferrovial York Joint Venture | Closed Urban Design and Landscape Plan will be implemented in accordance with Scope of Works and Technical Criteria and detailed |
| Construction Visual Impacts | The visual impact of construction site compound on adjacent residential areas will be minimised through the careful planning and positioning of temporary offices, other plant and material laydown areas, and specific management of lighting and potential for light spill within the identified construction site compound. Vegetation currently located between construction site compound and adjacent residential areas will be retained where practicable to screen views. Landscaping would be progressively introduced to provide screening between adjacent residences and the road corridor. | Construction Ferrovial York Joint Venture | Ongoing RSMM incorporated into Stage 1 Construction Compound and Ancillary Facilities Management Sub Plan approved by DP&E with environmental controls implemented for site specific environmental work method statement. |

**Revised Safeguards and Management Measures - Aboriginal Heritage**

**Concept Proposal and Stage 1 Project**
Refinements to detailed design construction impact area
Prior to construction, a review of the detailed design would be undertaken against the construction impact area shown in Figure 13 Appendix J. If changes to the current construction impact area are considered to cause an impact to identified sites Trefoil Creek 1 and/or Trefoil Creek 2, an updated impact assessment would be undertaken and appropriate management and mitigation measures formulated.

Newly recorded sites within the Stage 1 area: Trefoil Creek 1, Trefoil Creek 2
Avoidance of impacts on these two sites would be a clear design objective for detailed design. Periodic reviews would be carried out during detailed design to monitor design development and ensure these sites are not impacted.

Unexpected heritage items
Should any Aboriginal finds be uncovered during construction, their management should be in accordance with the Roads and Maritime Standard Management Procedure: Unexpected Heritage Items. All staff should 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.

Awareness of Aboriginal Heritage and legislative obligations
Aboriginal cultural awareness training for all relevant staff and contractors would be carried out prior to commencing work onsite. All relevant staff, contractors and subcontractors will be made aware of their statutory obligations for heritage under the National Parks and Wildlife Act 1974.

Revised Safeguards and Management Measures - Non Aboriginal Heritage

<table>
<thead>
<tr>
<th>Stage 1 Project</th>
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<tbody>
<tr>
<td><strong>General Non-Aboriginal Impacts</strong></td>
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<tr>
<td>Pre-construction</td>
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</table>

| **Pear Tree, Former Holland’s Orchard Trees** | Excavations required in proximity to retained trees which may impact the critical root zone are to be undertaken in consultation with a suitably qualified and experienced arborist to ensure roots are not damaged in a way that could detrimentally affect tree health. Prior to works that will impact the pear tree a suitably qualified and experienced arborist would examine the tree to determine if relocation is a viable option. If relocation is not viable, propagation will be undertaken. Warringah Council and the Department of Education and Training will be consulted regarding a receiving site for the relocated or propagated tree. Archival recording of the pear tree will precede relocation or propagation. |
| Construction | Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 Heritage Management Sub Plan approved by DP&E (refer to Table 7-1 HMP1). Heritage training incorporated and delivered in induction training |

| **Unexpected finds** | Should any non-Aboriginal finds be uncovered during construction, their management should be in accordance with the Roads and Maritime Unexpected Finds Protocol. All staff should be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Protocol should be on site and available at all times to all staff. |
| Pre-construction | Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 Heritage Management Sub Plan approved by DP&E (refer to Table 7-1 HMP2) |

Revised Safeguards and Management Measures - Air Quality

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<tr>
<th>Concept Proposal</th>
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<tbody>
<tr>
<td><strong>General Air Quality</strong></td>
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<td>Construction</td>
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<tr>
<th>Stage 1 Project</th>
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<tbody>
<tr>
<td><strong>General Air Quality</strong></td>
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<tr>
<td>Construction</td>
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</table>
### An Air Quality Management Plan will be prepared to detail air quality control measures and procedures to be undertaken during construction, including:

- air quality and dust management objectives consistent with DECCW guidelines
- emissions from diesel construction plant
- potential sources and impacts of dust, identifying all dust-sensitive receptors
- mitigation measures to minimise dust impacts to sensitive receivers and to the environment
- a monitoring program to assess compliance with the identified objectives
- contingency plans to be implemented in the event of non-compliances and/or complaints about dust.

The Air Quality Management Plan would include safeguards and management measures including, but not limited to:

- minimising areas of exposed surfaces through construction site planning and programming.
- implementation of control measures to minimise dust emissions from stockpile sites and other areas.
- covering of truck loads when transporting materials to and from the site.
- avoiding/modifying construction activities during high wind periods.
- progressive rehabilitation of completed sections of works
- regular review of the efficacy of dust suppression measures and revision of these as required.

### Impacts on local air quality during construction

Areas of exposed surfaces are to be minimised through construction site planning and programming, to reduce the area of potential construction dust emission sources.

- Control measures, such as compaction stabilisation or covering would be implemented in order to minimise dust from stockpile sites.
- Dust suppression measures, such as the use of water carts or soil binders, would be used in any unsealed surfaces and other exposed areas.
- All trucks would be covered when transporting materials to and from the site.
- Construction activities that would generate dust would be avoided or modified during high wind periods.
- Work activities would be reviewed if the dust suppression measures are not adequately restricting dust generation.
- Rehabilitation of completed sections would be progressively undertaken.

### Exhaust emissions

Construction plant and equipment would be maintained in good working condition in order to limit impacts on air quality.

Where practicable, vehicles will be fitted with pollution reduction devices.

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

#### Managing Impacts on soil in general

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 in Soils and Construction – Managing Urban Stormwater series, comprising Volume 1 (Landcom, 2004) and Volume 2D – Main Roads (DECC, 2008).

#### Warringah Road ‘slot cut face’ may be susceptible to erosion and slope stability

As part of future stage(s) design development, subsoil drainage would be incorporated into the ‘slot’ to ensure the ongoing stabilisation of face. The extent of the drainage network would be finalised during detailed design.

#### Impact to contaminated land

Preparation of a Phase 2 assessment would be required prior to construction of the Stage 2 Project. Outcomes and management measures identified in the Phase 2 assessment would be incorporated into the CEMP for the Stage 2 Project.
### Managing Impacts on Soil in General

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 in Soils and Construction – Managing Urban Stormwater series, comprising Volume 1 (Landcom, 2004) and Volume 2D – Main Roads (DECC, 2008), including:

- Consideration of soil erodibility
- Management strategies to be used to minimise surface and groundwater impacts, including identification of water treatment measures, discharge points and erosion and sediment control measures
- Sedimentation basin construction and management
- Measures to monitor and manage spoil, fill and materials stockpile sites
- Dewatering procedure
- Water quality monitoring and checklists

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<thead>
<tr>
<th>Action Area</th>
<th>Responsibility</th>
<th>Status</th>
</tr>
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<tbody>
<tr>
<td>Disturbance of Contaminated or Potentially Contaminated Land</td>
<td>Pre-construction Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into Stage 1 SWMP approved by DP&amp;E, and the construction Waste and Energy Management Sub Plan (Appendix B7 of the CEMP).</td>
</tr>
<tr>
<td>Inappropiate Disposal of Material that cannot be Suitable for on-site Reuse or Recycling</td>
<td>Construction Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into Stage 1 SWMP approved by DP&amp;E, and the construction Waste and Energy Management Sub Plan (Appendix B7 of the CEMP).</td>
</tr>
<tr>
<td>Construction Accidental Spills</td>
<td>Construction Ferrovial York Joint Venture</td>
<td>Ongoing RSMM incorporated into Stage 1 SWMP approved by DP&amp;E, and the construction Waste and Energy Management Sub Plan (Appendix B7 of the CEMP).</td>
</tr>
<tr>
<td>Operation Accidental Spills</td>
<td>Pre-construction Ferrovial York Joint Venture</td>
<td>Requirement being considered in detailed design.</td>
</tr>
</tbody>
</table>

### Revised Safeguards and Management Measures - Hydrology, Water Quality and Flooding

#### Concept Proposal

<table>
<thead>
<tr>
<th>Operational Impacts on Water Quality</th>
<th>Responsibility</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact on Council Stormwater Infrastructure</td>
<td>Pre-construction Roads and Maritime Services</td>
<td>Ongoing Requirements being consulted being undertaken as part of detailed design progression.</td>
</tr>
<tr>
<td>Health Infrastructure would be consulted during detailed design with regard to allowing for runoff from the developed hospital site.</td>
<td>Pre-construction Roads and Maritime Services</td>
<td>Ongoing Requirements being consulted being undertaken as part of detailed design progression.</td>
</tr>
</tbody>
</table>
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 in Soils and Construction – Managing Urban Stormwater series, comprising Volume 1 (Landcom, 2004) and Volume 2D – Main Roads (DECC, 2008), including:

- Consideration of soil erodibility
- Management strategies to be used to minimise surface and groundwater impacts, including identification of water treatment measures, discharge points and erosion and sediment control measures
- Sedimentation basin construction and management
- Measures to monitor and manage spoil, fill, and materials stockpile sites
- Dewatering procedure
- Water quality monitoring and checklists.

### Stage 1 Project

#### Erosion and sediment control (construction)

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 in Soils and Construction – Managing Urban Stormwater series, comprising Volume 1 (Landcom, 2004) and Volume 2D – Main Roads (DECC, 2008), including:

- Consideration of soil erodibility
- Management strategies to be used to minimise surface and groundwater impacts, including identification of water treatment measures, discharge points and erosion and sediment control measures
- Sedimentation basin construction and management
- Measures to monitor and manage spoil, fill, and materials stockpile sites
- Dewatering procedure
- Water quality monitoring and checklists.

### Surface water quality during operation

Three in-line pollutant control devices would be designed and installed at the following locations:

- Drainage Line 1 – Cobb Street (refer to Appendix M Figure 8.1, Sheet 1 of 4 for location)
- Drainage Line 2 – Outlet of new piped stormwater drainage line in Wakehurst Parkway road reserve north of Stage 1 Project (refer to Appendix M Figure 8.1, Sheet 3 of 4 for location)
- Drainage Line 3 – End of cul de sac in Winslea Avenue

#### Scour of bank

Outlet scour protection, such as a rock rip rap apron with an energy dissipation structure, would be considered as part of the detailed design at the pipe outlet in the drainage line downstream (west) of Wakehurst Parkway.

### Intercception of groundwater during construction

Groundwater flows intercepted by project structures, such as cuttings, would be collected, treated as necessary and recharged into watercourses or stormwater.

### Revised Safeguards and Management Measures - Resource use and waste management

<table>
<thead>
<tr>
<th>Revised Safeguards and Management Measures</th>
<th>Resource use and waste management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Ferrovial York Joint Venture</td>
<td>Ferrovial York Joint Venture</td>
</tr>
<tr>
<td>Closed</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Stage 1 construction Soil and Water Quality Sub Plan approved by DP&amp;E and issued for construction (Nov 15)</td>
<td>RSMM incorporated into Stage 1 SWMP approved by DP&amp;E (refer to Table 7-1 SWMM31, SWMM32 of SWMP), and the construction Waste and Energy Management Sub Plan (Appendix B7 of the CEMP)</td>
</tr>
<tr>
<td>Ongoing Requirement being considered in detailed design.</td>
<td>Requirement being considered in detailed drainage design.</td>
</tr>
<tr>
<td>Detailed Design Ferrovial York Joint Venture</td>
<td>Detailed Design Ferrovial York Joint Venture</td>
</tr>
<tr>
<td>Ongoing</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Siting and arrangement of structures are being considered in detailed design.</td>
<td>Requirement being considered in detailed drainage design.</td>
</tr>
</tbody>
</table>
### Inappropriate handling or disposal of 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. Wastes would be managed consistent with the WARR Act principles of avoidance, reduction, reuse and recycling.

<table>
<thead>
<tr>
<th>Stage 1 Project</th>
<th>Pre-Construction</th>
<th>Ferrovial York Joint Venture</th>
<th>Closed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ferrovial York Joint Venture</td>
<td>Construction</td>
<td>Closed</td>
<td>Stage 1 construction Waste and Energy Management Sub Plan prepared and issued for construction (Nov 15). Stage 2 requirements incorporated into revised WEMP.</td>
</tr>
</tbody>
</table>

### Revised Safeguards and Management Measures - Greenhouse gas and climate change

#### Concept Proposal and Stage 1 Project

<table>
<thead>
<tr>
<th>Energy consumption during construction</th>
<th>Reasonable and feasible, plant and equipment with higher energy efficiency ratings would be selected.</th>
<th>Pre-Construction</th>
<th>Ferrovial York Joint Venture</th>
<th>Ongoing</th>
<th>RSMM requirements incorporated into management measures within Table 6-1 (WEMM10, WEMM11, WEMM12 and WEMM13) of the WEMP. Being considered in detailed design and construction methods during Stage 1 works.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of locally sourced materials to reduce transport emissions where reasonable and feasible</td>
<td>Pre-Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>RSMM requirements incorporated into management measures within Table 6-1 (WEMM14, WEMM15 and WEMM46) of the WEMP. Waste disposal tracking implemented as part of Stage 1 works.</td>
<td></td>
</tr>
<tr>
<td>Flyash content within concrete would be specified where feasible.</td>
<td>Pre-Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>RSMM requirements incorporated into management measures within Table 6-1 (WEMM7 and WEMM8) of the WEMP. Waste disposal tracking implemented as part of Stage 1 works.</td>
<td></td>
</tr>
<tr>
<td>The feasibility of using biofuels (biodiesel, ethanol, or blends such as E10 or B80) would be investigated by the contractor, taking into consideration the capacity of plant and equipment to use these fuels, ongoing maintenance issues and local sources. Works would be planned to minimise fuel use.</td>
<td>Pre-Construction</td>
<td>Ferrovial York Joint Venture</td>
<td>Ongoing</td>
<td>RSMM requirements incorporated into management measures within Table 6-1 (WEMM4, WEMM5 and WEMM6) of the WEMP. Waste disposal tracking implemented as part of Stage 1 works.</td>
<td></td>
</tr>
</tbody>
</table>

### Revised Safeguards and Management Measures - Cumulative Impacts and Interactions

#### Concept Proposal and Stage 1 Project

<table>
<thead>
<tr>
<th>Energy consumption during construction</th>
<th>Investigate opportunities to use renewable energy sources to operational requirements such as power control systems, lighting and signage where reasonable and feasible.</th>
<th>Operation</th>
<th>Roads and Maritime Services</th>
<th>Ongoing</th>
<th>Requirement being considered as part of detailed design.</th>
</tr>
</thead>
</table>

### Broad consultation would be undertaken with potentially affected local community and key stakeholders in coordination with proponents of other nearby projects.

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

<table>
<thead>
<tr>
<th>Cumulative Impacts</th>
<th>Construction</th>
<th>Ferrovial York Joint Venture/ Roads and Maritime</th>
<th>Ongoing</th>
<th>RSMM incorporated as part of Community Communications Strategy. Interface meetings held with NBH Hospital project contractor.</th>
</tr>
</thead>
</table>