

# Project Approval

## Section 75J of the *Environmental Planning and Assessment Act 1979*

I, the Minister for Planning, approve the project referred to in Schedule 1, subject to the conditions in Schedule 2.

These conditions are required to:

- prevent, minimise, and/or offset adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance;
- require regular monitoring and reporting; and
- provide for the ongoing environmental management of the project.



The Hon Kristina Keneally MP  
**Minister for Planning**

Sydney

29 Oct.

2009

File No: S08/00047

### SCHEDULE 1

<b>Application No:</b>	08_0037
<b>Proponent:</b>	Transport Infrastructure Development Corporation (TIDC)
<b>Approval Authority:</b>	Minister for Planning
<b>Land:</b>	Land generally located adjacent to the existing rail line between Quakers Hill and Vineyard rail stations within the Blacktown and Hawkesbury Local Government Areas.
<b>Project:</b>	The 'Quakers Hill to Vineyard Rail Duplication Project', including the construction and operation of approximately 10.1 kilometres of new track, comprising relocation of Schofields and Vineyard stations, reconstruction of Westminster Street overhead bridge and other associated works.
<b>Part 3A Project:</b>	The proposal is a project to which Part 3A of the Act applies by virtue of an Order made by the Minister for Planning and Gazetted on 29 July 2005.

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## **SCHEDULE 2**

<b>Act, the</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>Ancillary Facility</b>	Temporary facility for construction, including for example an office and amenities compound, construction compound, materials storage compound, maintenance workshop, testing laboratory or material stockpile areas.
<b>Conditions of Approval</b>	The Minister's Conditions of Approval for the project.
<b>Construction</b>	Includes all work in respect of the Project <b>other than</b> survey, acquisitions, fencing, investigative drilling or excavation, removal of above ground asbestos, building/road condition surveys, minor clearing (except where threatened species, populations or ecological communities would be affected), establishing Ancillary Facilities (not identified as having a high risk category, as described in section 10.2 of the Environmental Assessment), enabling works, or other activities determined by the ER to have minimal environmental impact (e.g. minor access roads, minor adjustments to services/utilities, etc.).
<b>DECCW</b>	NSW Department of Environment, Climate Change and Water (including the Office of Water)
<b>Department, the</b>	NSW Department of Planning
<b>Director-General, the</b>	Director-General of the NSW Department of Planning (or delegate)
<b>Director-General's Approval</b>	A written approval from the Director-General (or delegate). Where the Director-General's Approval is required under a condition, the Director-General will endeavour to provide a response within one month of receiving an approval request. The Director-General may require additional information if the approval request is considered incomplete. When further information is required the time taken for the Proponent to respond in writing will be added to the one month period.
<b>Environment Protection Licence (EPL)</b>	An Environment Protection Licence issued by DECCW pursuant to the <i>Protection of the Environment Operations Act 1997</i> .
<b>NSWTI</b>	NSW Transport and Infrastructure
<b>Operation</b>	Means the operation of the project, but <b>does not</b> include commissioning trials of equipment or temporary use of parts of the project during construction.
<b>Project</b>	The project the subject of Major Projects Application 08_0037
<b>Proponent</b>	Transport Infrastructure Development Corporation (TIDC)
<b>Publicly Available</b>	Available for inspection by a member of the general public (for example, available on the project website).
<b>Reasonable and Feasible</b>	Consideration of best practice taking into account the benefit of proposed measures and their technological and associated operational application in the NSW and Australian context. <b>Feasible</b> relates to engineering considerations and what is practical to build. <b>Reasonable</b> relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided.
<b>Relevant Councils</b>	Blacktown City Council and/or Hawkesbury Council, as appropriate.
<b>RTA</b>	NSW Roads and Traffic Authority
<b>Sensitive Receiver</b>	Residence, education institution (e.g. school, TAFE college), health care facility (e.g. nursing home, hospital) and religious facility (e.g. church), day care facility.
<b>Stage 1</b>	The construction of the project between Quakers Hill Station and the relocated Schofields Station (including removal of the existing Schofields Station and construction of a new footbridge at Schofields).

<b>Stage 2</b>	The construction of the project between the relocated Schofields Station to Vineyard Station.
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## 1. ADMINISTRATIVE CONDITIONS

### Terms of Approval

- 1.1 The Proponent shall carry out the project in accordance with the:
- Major Project Application 08\_0037;
  - Quakers Hill to Vineyard Duplication – Environmental Assessment*, prepared by Parsons Brinckerhoff on behalf of Transport Infrastructure Development Corporation and dated April 2009;
  - Quakers Hill to Vineyard Duplication – Environmental Assessment - Submissions Report*, prepared by Parsons Brinckerhoff on behalf of Transport Infrastructure Development Corporation and dated July 2009;
  - Quakers Hill to Vineyard Duplication – Assessment of Impacts from the Relocation of a Sewer Main* (Amendment to Submissions Report cover letter dated 20 August 2009) and
  - the conditions of this approval.
- 1.2 In the event of an inconsistency between:
- the conditions of this approval and any document listed from condition 1.1a) to 1.1d) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and
  - any of the documents listed from condition 1.1a) to 1.1d) inclusive, the most recent document shall prevail to the extent of the inconsistency.
- 1.3 The Proponent shall comply with the reasonable requirements of the Director-General arising from the Department's assessment of:
- any reports, plans or correspondence that are submitted in accordance with this approval; and
  - the implementation of any actions or measures contained in these reports, plans or correspondence.
- 1.4 The Proponent may elect to construct and operate the project in stages. In this case, these conditions of approval may be complied with separately for each stage, as relevant.

### Limits of Approval

- 1.5 This project approval shall lapse 10 years after the date on which it is granted, unless the works subject of this approval are physically and substantially commenced on or before that time.

## 2. SPECIFIC ENVIRONMENTAL CONDITIONS

### Transport and Traffic Impacts

#### Road Network Changes

- 2.1 The Proponent shall ensure that the final design of all road changes and associated infrastructure:
- does not preclude planned road enhancements;
  - is prepared in consultation with the relevant road authority and the Department; and
  - meets relevant road design, engineering and safety guidelines.
- 2.2 The Proponent shall consult with the RTA and NSWTI during detailed design regarding existing and future rail crossings, including the Schofields Road crossing, with the objective of facilitating efficient transport and access connections across the rail corridor, including vehicle, pedestrian, and cyclist facilities.

#### Access

- 2.3 The Proponent shall ensure that:
- access to all properties is maintained during construction and operation, unless otherwise agreed by the relevant property owner; and

- b) any access physically affected by the project is reinstated to at least an equivalent standard, unless agreed with the property owner.
- 2.4 Unless otherwise agreed to by the Director-General, the Proponent shall ensure that the existing at-grade pedestrian level crossing at Quakers Hill Station is closed and an alternative grade separated crossing is provided at this location, consistent with the grade separated crossing identified in the Environmental Assessment referred to in condition 1.1b), prior to the commencement of Stage 1 operations. Should an alternate arrangement be proposed, including the retention of the at grade crossing or utilising an alternate grade separated crossing in the adjoining area, the Proponent must clearly demonstrate that the alternate crossing:
- a) meets relevant safety and access design requirements;
  - b) retains access between Lalor Road and Douglas Road, and
  - c) minimises any increase in walking distances beyond that proposed by the grade separated crossing identified in the Environmental Assessment referred to in condition 1.1b).
- 2.5 Unless otherwise agreed to by the Director-General, the Proponent shall in coordination with the RTA and NSWTI, ensure that alternative vehicle and pedestrian access across the rail line in the vicinity of the Garfield Road level crossing is available prior to the commencement of Stage 2 operations.
- 2.6 The Proponent shall ensure that the provision of bicycle racks and/or lockers at stations meets the forecasted 2031 demand as identified in section 8.2.2 of the Environmental Assessment, at the opening of each station.
- 2.7 The Proponent shall ensure that the final design of the relocated Schofields Station is integrated with the North West Growth Centre precinct plans, including pedestrian access to the future town centre.
- 2.8 The Proponent shall ensure that the final design of the relocated Vineyard Station is integrated with the North West Growth Centre precinct plans, including access to the Riverstone West precinct and that the location of the Phase 2 car park does not conflict with future plans of the Vineyard neighbourhood centre within the Riverstone precinct.
- 2.9 The Proponent shall ensure that the project does not preclude the provision of cycle routes as described in section 4.2.4 of the Submissions Report and proposed as part of the North West Growth Centre. The Proponent shall consult with the Department, RTA and the NSWTI, and incorporate agency requirements into the Station Design and Landscape Plan required under condition 6.1

#### Parking

- 2.10 The Proponent shall, to the greatest extent practicable, maintain existing parking spaces at stations during construction.

### **Noise and Vibration Impacts**

#### Construction Noise and Vibration

- 2.11 The Proponent shall implement all reasonable and feasible noise mitigation measures with the aim of achieving the construction noise management levels as described in the *Interim Construction Noise Guideline* (DECC, 2009).
- 2.12 The Proponent shall implement all reasonable and feasible mitigation measures with the aim of achieving the following vibration goals:
- a) for structural damage vibration, the vibration limits set out in the German Standard *DIN 4150 Part 3-1999 Structural Vibration in Buildings - Effects on Structures*; or
  - b) for human exposure, the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (DEC 2006).

2.13 Wherever practical, piling activities shall be completed using bored piles.

2.14 Blasting associated with the project is prohibited without the prior approval of the Director-General.

#### Construction Hours

2.15 Construction activities associated with the project shall only be undertaken during the following hours:

- a) 7:00 am to 6:00 pm, Mondays to Fridays, inclusive;
- b) 8:00 am to 1:00 pm on Saturdays; and
- c) at no time on Sundays or public holidays.

Activities resulting in impulsive or tonal noise emission (such as rock breaking, rock hammering, sheet piling, pile driving) shall be limited to 8:00 am to 12:00 pm, Monday to Saturday and 2:00 pm to 5:00 pm Monday to Friday. The Proponent shall not undertake such activities for more than three continuous hours and shall provide a minimum one-hour respite period.

2.16 Construction outside the hours stipulated in condition 2.15 of this approval is permitted in the following circumstances:

- a) any works that do not cause audible construction noise at any sensitive receiver; or
- b) for the delivery of materials required outside these hours by the Police or other authorities for safety reasons; or
- c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or
- d) for out of hours works identified in an Environment Protection Licence applying to the project; or
- e) works as approved through the out-of-hours work protocol outlined in condition 6.4 b) of this approval.

#### Operational Noise and Vibration

2.17 The Proponent shall design and operate the project with the objective of not exceeding the airborne and ground-borne noise trigger levels for existing residential and sensitive land uses, at each stage of the project, as presented in the *Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects* (DECC and DoP, 2007).

2.18 The Proponent shall design and operate the project with the objective of not exceeding the vibration goals for human exposure for existing receivers, at each stage of the project, as presented in *Assessing Vibration: A Technical Guideline* (DECC, 2006).

2.19 The Proponent shall consult with the Department and Blacktown City Council during detailed design of the project to facilitate appropriate rail infrastructure and land use planning responses to potential noise and vibration impacts within North West Growth Centre.

#### **Social and Economic Impacts**

2.20 The Proponent shall prepare a **Schofields Station Transition Plan** for the approval of the Director-General, prior to the commencement of operations of the relocated Schofields Station or as otherwise agreed by the Director-General. The Plan shall be developed in co-ordination with NSWTI, RailCorp and the Department in consultation with Blacktown City Council and the Schofields community. The Plan shall identify measures to ensure the provision of equitable access between the Schofields Village Centre and the relocated Schofields Station and shall address the rerouting of buses, cycle and pedestrian facilities, parking facilities and community safety. The Plan shall include mechanisms to accommodate future changes in land use during the development of the North West Growth Centre precincts.



## Ecological Impacts

- 2.21 The Proponent shall minimise the clearing of native vegetation, including riparian zones, along the project corridor with the objective of reducing impacts to threatened species and Endangered Ecological Communities and impacts to riparian zones.
- 2.22 The final design and location of the relocated Vineyard Station car park and bus interchange shall be configured to minimise impacts to threatened biodiversity to the greatest extent practicable with consideration to the North West Growth Centre precinct planning.
- 2.23 The Proponent shall undertake a pre-clearing survey to confirm the location of Endangered Ecological Communities, threatened flora species and hollow-bearing trees identified in and adjacent to the works and shall suitably delineate and protect for the duration of construction those areas not subject to direct project impacts.
- 2.24 Riparian zones affected by the project, including Princess Street, Riverstone, shall be rehabilitated where feasible with the objective of achieving a natural functioning watercourse and stabilised bed and bank. Consideration shall be given to:
- a) the provision of riparian zones, which are 30 metres on both sides of Category 2 watercourses and 10m on both sides of Category 3 watercourses, measured horizontally landward from the top bank of the watercourse; and
  - b) plantings which emulate the ecotone of vegetation naturally or previously occurring along the riparian zone.

Note: Category 2 and Category 3 watercourses are mapped in the Department of Water and Energy submission to the exhibition of the Environmental Assessment, dated 15 May 2009.

- 2.25 The Proponent, prior to operation of Stage 1, shall offset the impacted Alluvial Woodlands (0.08 ha) and Shale Plains woodland (0.01 ha) located outside of the North West Growth Centre biodiversity certified area. The offset shall be developed in consultation with the DECCW and the Department, and shall be consistent with the *Principles for the use of Biodiversity Offsets in NSW (2008)* or the relevant biodiversity measures in the Growth Centres Biodiversity Certification Order. Any land offset shall be enduring and be secured by an appropriate conservation mechanism which protects and manages the land in perpetuity. Where land offsets cannot solely achieve compensation for the loss of habitat, additional measures shall be provided to collectively deliver an improved or maintained biodiversity outcome for the region.

## Water, Soil and Hydrological Impacts

### Water

- 2.26 Except as may be expressly provided by an Environment Protection Licence for the project, the Proponent shall comply with section 120 of the *Protection of the Environment Operations Act 1997*, which prohibits the pollution of waters.
- 2.27 Erosion and sediment control measures shall be implemented prior to any works commencing, consistent with the measures outlined in the Landcom manual *Managing Urban Stormwater: Soils and Construction – Volume 1 (4<sup>th</sup> Ed., 2004)* - the "Blue Book". Measures shall take into account the potential for flooding within and adjoining the project area.
- 2.28 Watercourse crossings and culverts shall be designed and constructed to be consistent with the *Guidelines for Controlled Activities Watercourse Crossings* (DWE, 2008) and *Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings* (NSW Fisheries, 2003). Where reasonable and feasible, Category 2 watercourse crossings shall be bridged, alternatively both Category 2 and 3 watercourse culvert replacements shall incorporate a naturalised base.



- 2.29 Watercourses affected by the proposal shall, where feasible, be rehabilitated to emulate a natural stream system. The rehabilitation of watercourses shall be consistent with the *Guidelines for Controlled Activities: In-stream Works* (DWE, 2008) and stream armouring should be minimised to the greatest extent practicable

#### Salinity

- 2.30 Prior to the commencement of bulk earth activities, or as otherwise agreed by the Director-General, the Proponent shall submit to the Director-General for approval, a **Soil Salinity Report** detailing the outcomes of geotechnical investigations to determine the presence, extent and severity of soil salinity within the project area. The report shall be prepared in consultation with DECCW and detail, where relevant, that the project does not adversely impact on saline groundwater and avoids or mitigates impacts on local and regional salinity processes and will have minimal impact on recharge to groundwater systems.

The recommendations of the Soil Salinity Report shall be suitably incorporated into the Construction Environmental Management Plan prepared in accordance with condition 6.3 of this approval.

#### Soil Contamination

- 2.31 Prior to the commencement of bulk earth activities, or as otherwise agreed by the Director-General, in areas identified as having a moderate to high risk of contamination, the Proponent shall submit to the Director-General for approval, a **Soil Contamination Report** detailing the outcomes of the Phase 2 contamination investigations, within these areas. The report shall detail, where relevant, whether or not the soil is suitable (for the intended land use) or can be made suitable for reuse through remediation (where reasonably practicable), the likely remediation strategy for addressing any contamination that has been encountered (if required), and how the environmental and health risks will be appropriately mitigated and managed during the disturbance, remediation (if applicable) and removal of contaminated soil.

The recommendations of the Soil Contamination Report shall be suitably incorporated into the Construction Environmental Management Plan prepared in accordance with condition 6.3 of this approval.

#### Hydrological Impacts

- 2.32 The Proponent shall ensure, to the greatest extent practicable, that the project is designed to not worsen existing flooding characteristics within the vicinity of the project.
- 2.33 Where flooding characteristics are altered and affect access, property or infrastructure, the Proponent shall, in consultation with the property owner, identify and implement further mitigation measures.

#### **Spoil and Waste Management**

- 2.34 All waste and fill materials, whether imported or generated on site, shall be assessed, classified, managed and disposed of in accordance with the *Waste Classification Guidelines* (DECC, 2009).
- 2.35 All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.

#### **Air Quality Impacts**

- 2.36 The Proponent shall construct the project in a manner that minimises dust emissions from the site, including wind-blown and traffic-generated dust, on the receiving environment, including adjacent receivers and road users. All activities on the site shall be undertaken with the objective of preventing visible emissions of dust from the site. Should such visible dust emissions occur at any time, the Proponent shall identify and implement all practicable

dust mitigation measures, such that emissions of visible dust are minimised as far as practicable.

## **Heritage Impacts**

### Non Indigenous Heritage

- 2.37 Recommendations 1 to 3 inclusive contained in section 7 Management Recommendations of the report *Non-Indigenous Heritage Assessment and Statement of Heritage Impact Quakers Hill to Vineyard Duplications*, prepared by Heritage Concepts Pty Ltd shall be implemented.
- 2.38 Should construction works encounter or unearth items of historical archaeological potential, unanticipated structural fabric or cultural deposits, works in that vicinity shall immediately cease to allow an archaeologist to make an assessment of the finds. Construction shall only continue following consultation with the Department and the implementation of required actions and approvals.
- 2.39 The final design of the Riverstone Station upgrade and footbridge shall ensure that heritage impacts are minimised on the Riverstone Railway Complex and surrounding heritage items, and shall be subject to a Heritage Impact Statement, prepared by a qualified heritage consultant. The design shall be prepared in consultation with the Department and Blacktown City Council and include consideration of indirect impacts, including visual, bulk and scale, and overshadowing impacts. The final design of the Riverstone Station upgrade and footbridge and Heritage Impact Statement shall be approved by the Director-General prior to the construction of these works. The Heritage Management Plan will be informed by the findings of the Heritage Impact Statement and the final design shall be incorporated into the Station Design and Landscape Plan required under condition 6.1.

### Indigenous Heritage

- 2.40 In undertaking the project, the Proponent shall to the greatest extent practicable, minimise impacts to identified sites Q1, Q2, Q3, Q4, QVP, S1, S2, V1, V2 and V3, as identified in the report *and Cultural Heritage Assessment Statement of Heritage Impact Quakers Hill to Vineyard Duplications*, prepared by Heritage Concepts Pty Ltd.
- 2.41 Recommendations, except recommendation 7, contained in section 8 Management Recommendations of the report *Aboriginal and Cultural Heritage Assessment Statement of Heritage Impact Quakers Hill to Vineyard Duplications*, prepared by Heritage Concepts Pty Ltd shall be followed.
- 2.42 The Proponent shall consult with DECCW regarding Aboriginal heritage assessment management and methodology for archaeological subsurface excavation and resultant salvage work, prior to construction.
- 2.43 The Proponent shall manage artefacts found during salvage in consultation with the registered Aboriginal stakeholders.
- 2.44 If any previously unidentified Aboriginal heritage items are discovered prior to or during construction, they shall be registered with DECCW in accordance with s91 of the *National Parks and Wildlife Act 1974*. Impact to these sites shall be avoided and if this is not possible, mitigation for impact shall occur in consultation with DECCW.

## **Property Impacts**

- 2.45 The Proponent shall identify utilities and services potentially affected by construction to determine requirements for diversion, protection and/or support. Alterations to services shall be determined by negotiation with the service providers. The Proponent in consultation with service providers shall ensure that potential disruption to services resulting from the activity are minimised and advised to customers.

- 2.46 Prior to the commencement of construction of each stage of the project that may impact on surrounding properties, the Proponent shall:
- a) arrange for a risk assessment by appropriately qualified geotechnical and construction engineering experts, and undertake inspections of properties at risk from damage, in accordance with AS 4349.1 'Inspection of Buildings';
  - b) contact the owners of all properties on which property inspections are to be conducted at least two weeks before the inspection, or as otherwise agreed by the affected property owner, and advise of the scope and methodology for the inspection, and of the process for making a property damage claim;
  - c) provide a copy of the property inspection report to the owner of each property inspected at least one week prior to construction that could affect the property; and
  - d) maintain a register of all properties inspected by the Proponent, indicating whether the owner accepted or refused the property inspection offer, and provide a copy of the register to the Director-General upon request.

The Proponent shall rectify or compensate a property owner for any property damage caused directly or indirectly by the construction or operation of the project.

- 2.47 Road condition surveys shall be prepared prior to commencement of construction for all roads likely to be used by construction traffic or as otherwise agreed by the relevant roads authority. A copy of the relevant report shall be provided to the relevant road authority. Any damage directly attributable to construction of the project, aside from that resulting from normal wear and tear, shall be repaired at the cost of the Proponent.

### **Ancillary Construction Facilities**

- 2.48 The location of construction site compounds shall be identified in the Construction Environmental Management Plan required under condition 6.3 and include details of the mitigation, monitoring and management procedures specific to the site compounds that would be implemented. Where a site compound has been identified as having a high risk category, as described in section 10.2 of the Environmental Assessment, an assessment of the adequacy of the mitigation measures, shall be submitted to the Director-General demonstrating that there will be no significant adverse impact from that facility's construction or operation. All construction site compound sites shall be rehabilitated to at least their pre-construction condition, unless otherwise agreed by the landowner.
- 2.49 Prior to the establishment of any construction site compounds not identified in the documents listed in condition 1.1, the Proponent shall obtain the Director-General's approval for the management of the construction site compound(s). In obtaining this approval, the Proponent shall submit an assessment of the compound(s) which provides:
- a) details of the mitigation, monitoring and management procedures specific to the construction site compounds that would be implemented; and
  - b) identification of the timing for the completion of activities at the construction site compound and how the site will be decommissioned (including any necessary rehabilitation).
- 2.50 The Proponent, in consultation with the Department, shall ensure that the proposed location of the new Schofields substation does not impact on the design, location and cost of the Burdekin Road overpass and land availability for trunk infrastructure south of Burdekin Road. The Proponent shall also ensure that maintenance access to the substation is provided both in the short term and once the Alex Avenue Precinct is developed.

## **3. COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT**

- 3.1 Subject to confidentiality, the Proponent shall make all documents required under this approval publicly available.
- 3.2 The Proponent shall prepare and implement a **Community Communication Strategy** to provide mechanisms to facilitate communication between the Proponent (and its

contractors), the Environmental Representative and community stakeholders (particularly adjoining landowners) on construction progress and management. The Strategy shall include, but not be limited to:

- a) identification of stakeholders to be consulted as part of the Strategy;
- b) procedures and mechanisms for the regular dissemination of information to community stakeholders and users of the rail network and local and regional road network on construction progress and matters associated with environmental management;
- c) the formation of community-based forums that focus on key environmental management issues for the project. The Strategy shall provide detail on the structure, scope, objectives and frequency of the community-based forums;
- d) procedures and mechanisms through which the community stakeholders can discuss or provide feedback to the Proponent and/or Environmental Representative in relation to the environmental management and delivery of the project;
- e) procedures and mechanisms through which the Proponent can respond to any enquires or feedback from the community stakeholders in relation to the environmental management and delivery of the projects;
- f) procedures and mechanisms to be implemented to resolve any issues/disputes that arise between parties on the matters relating to environmental management and the project delivery.

Issues that shall be addressed through the Community Communication Strategy include (but are not necessarily be limited to): traffic management (including access and construction vehicle management), property acquisition, landscaping and station design matters, and noise, vibration mitigation and management including construction hours.

The Proponent shall maintain and implement the Strategy throughout construction. The Strategy shall be approved by the Director-General prior to the commencement of construction.

### **Complaints and Enquiries**

3.3 Prior to the commencement of construction, or as otherwise agreed by the Director-General, the Proponent shall ensure that the following are available for community enquiries and complaints for the duration of construction:

- a) a 24-hour 1800 telephone number(s) on which complaints and enquiries about the project may be registered;
- b) a postal address to which written complaints and enquires may be sent;
- c) an email address to which electronic complaints and enquiries may be transmitted; and
- d) a mediation system for complaints unable to be resolved.

The telephone number, the postal address and the email address must be published in a newspaper(s) circulating in the local area prior to and during construction. This information must also be provided on the Proponent's website.

3.4 Prior to the commencement of construction, or as otherwise agreed by the Director-General, the Proponent must prepare and implement a Complaints Management System consistent with AS 4269: *Complaints Handling* and maintain the System for the duration of construction and up to 12 months following completion of the project. Information on all complaints received, including the means by which they were addressed and whether resolution was reached with or without mediation, must be included in the construction compliance reports referred to under condition 5.1c) and made available to the Director-General on request.

### **Provision of Electronic Information**

3.5 Prior to the commencement of construction, or as otherwise agreed by the Director-General, the Proponent shall develop and implement a project website, for the provision of electronic information associated with the project, for the duration of construction and for up to 12 months following completion of the project. The Proponent shall publish and maintain up-to-

date information on these dedicated pages or details on where this information can be viewed, including:

- a) the documents referred to under condition 1.1 of this approval, and any documentation supporting modifications to this approval that may be granted;
- b) this approval and each relevant environmental approval, licence or permit required and obtained in relation to the project;
- c) subject to confidentiality requirements, a copy of each strategy, plan and program required under this approval; and
- d) the outcomes of compliance tracking in accordance with condition 5.1 of this approval.

#### **4. ENVIRONMENTAL MONITORING AND AUDITING**

##### **Operational Noise and Vibration**

- 4.1 The Proponent shall prepare the **Operational Noise and Vibration Management Report**, for each stage of the project, in consultation with the DECCW and directly affected receivers. The Report shall be submitted to the Director-General no later than six months from the commencement of construction of each project stage, unless otherwise agreed by the Director-General.
- 4.2 Within three months of the commencement of operation of each project stage, or as otherwise agreed by the Director-General, and during a period in which the project is operating under normal operating conditions, the Proponent shall undertake a program to confirm the noise and vibration emission performance of the project. The program shall meet the requirements of the DECCW, and shall include, but not necessarily be limited to:
  - a) noise and vibration compliance monitoring at representative receivers, to assess compliance with condition 2.17 and 2.18 of this approval;
  - b) methodologies, locations and frequencies for noise monitoring;
  - c) details of any entries in the Complaints Management System (condition 3.4 of this approval) relating to operational noise and vibration impacts.

A report providing the results of the program shall be submitted to the Director-General and the DECCW within 28 days of completion of the monitoring required under a).

- 4.3 In the event that the program undertaken to satisfy condition 4.2 of the approval indicates that the operation of each stage of the project, under normal operating conditions, will lead to greater noise and vibration impacts than permitted under conditions 2.17 and 2.18 of this approval, then the Proponent shall provide details of further reasonable and feasible measures to be implemented to reduce noise and vibration impacts to levels identified by those conditions. Details of the measures and a timetable for implementation shall be prepared in consultation with DECCW and submitted to the Director-General for approval within such period as the Director-General may require.

#### **5. COMPLIANCE MONITORING AND TRACKING**

##### **Compliance Tracking and Environmental Auditing**

- 5.1 The Proponent shall develop and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The Program must be submitted to the Director-General for approval prior to the commencement of construction and operation of each stage of the project, as relevant. The Program must be applied during construction and for a minimum of one year following the commencement of operation for each stage, subject to the Director-General's review of submitted reports. The Program must include:
  - a) provisions for periodic review of the compliance status of the project against the requirements of this approval;
  - b) provisions for the notification of the Director-General prior to the commencement of construction and operation of each project stage, including a staging report, as relevant;
  - c) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;



- d) provisions for the timely reporting of environmental and other incidents to the Director-General during construction;
- e) a program for independent environmental auditing in accordance with *ISO 19011:2003 - Guidelines for Quality and/ or Environmental Management Systems Auditing*;
- f) provisions for periodic reporting of compliance status and environmental auditing to the Director-General during construction and operation of each project stage, as relevant; and
- g) procedures for rectifying any non-compliance identified during environmental auditing or review of compliance.

## 6. ENVIRONMENTAL MANAGEMENT

### Design Impacts

6.1 The Proponent shall, prior to the commencement of permanent built works and/or landscaping, unless otherwise agreed by the Director-General, submit a **Station Design and Landscape Plan** for the approval of the Director-General. In preparing the Plan, the Proponent shall consult with the Department, Blacktown Council, RailCorp, RTA and NSWTL.

The Plan shall outline the station design and corridor landscaping measures to enhance the design of, and minimise, mitigate and/or offset the impacts of the project in relation to access and transport facilities, land use and property, visual amenity, heritage values, and personal and passenger safety. The Plan shall include, but not necessarily be limited to:

- a) identification of design objectives and standards based on local environmental values, future land release form and function, public domain conditions and relevant transport design standards;
- b) details to enhance, mitigate and/or augment station precincts and corridor landscaping;
- c) specific plans for station precincts (and the rehabilitation of station closures) to improve intermodal integration and access, connectivity of the stations to surrounding precincts and streets, and where relevant, integration into relevant strategic directions for these areas, including the consideration of access requirements of future release areas;
- d) design details of the built elements of the project, including retaining walls and embankments, bridges (road, rail and pedestrian), interchange and car parking areas, noise mitigation, and energy and water efficiency measures, and the measures to minimise the impact of these elements, particularly with respect to the impacts on adjoining residences, educational facilities, open space areas and heritage items;
- e) details on pedestrian and cycle access elements, and other fixtures such as seating, lighting, fencing and signs;
- f) implementation, management and monitoring strategies to ensure the establishment and ongoing maintenance of built elements and landscaped areas;
- g) a consultation strategy to seek community feedback on the proposed urban design and landscape measures; and
- h) consideration of relevant design standards, such as the *Guidelines for the Development of Public Transport Interchange Facilities* (2008), *Disability Access Standards for Accessing Public Transport* 2002 and *Crime Prevention Through Environmental Design Principles*.

### Environmental Representative

6.2 Prior to the commencement of construction, or as otherwise agreed by the Director-General, the Proponent shall nominate for the approval of the Director-General a suitably qualified and experienced Environment Representative(s) that is independent of the design and construction personnel. The Proponent shall employ the Environment Representative(s) for the duration of construction, or as otherwise agreed by the Director-General. The Environment Representative(s) shall:

- a) oversee the implementation of all environmental management plans and monitoring programs required under this approval, and advise the Proponent upon the achievement of these plans/programs;

- b) undertake any roles/activities assigned to the Environmental Representative(s) in this approval;
- c) have responsibility for considering and advising the Proponent on matters specified in the conditions of this approval and Statement of Commitments;
- d) oversee the implementation of the environmental auditing of the project in accordance with the requirements of this approval and all relevant project Environmental Management System(s); and
- e) be given the authority and independence to recommend to the Proponent reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts, and failing the effectiveness of such steps, to recommend to the Proponent that relevant activities are to be ceased as soon as reasonably practicable if there is a significant risk that an adverse impact on the environment will likely occur.

### Construction Environmental Management Plan

6.3 Prior to the commencement of construction, or as otherwise agreed by the Director-General, the Proponent shall prepare and implement a Construction Environment Management Plan. The Plan shall outline the environmental management practices and procedures that are to be followed during construction, and shall be prepared in accordance with *Guideline for the Preparation of Environmental Management Plans* (DIPNR, 2004). The Plan shall include, but not necessarily be limited to:

- a) a description of all relevant activities to be undertaken during construction of the project;
- b) statutory and other obligations that the Proponent is required to fulfil during construction including all approvals, consultations and agreements required from authorities and other stakeholders, and key legislation and policies;
- c) a description of the roles and responsibilities for all relevant employees involved in the construction of the project;
- d) details of how the environmental performance of the construction works will be monitored, and what actions will be taken to address identified adverse environmental impacts; and
- e) complaints handling procedures during construction.

The Construction Environmental Management Plan for the project (or any stage of the project) shall be approved by the Director-General prior to the commencement of any construction work associated with the project (or stage as relevant), unless otherwise agreed by the Director-General. Construction works shall not commence until written approval has been received from the Director-General.

6.4 As part of the Construction Environmental Management Plan for the project required under condition 6.3 of this approval, the Proponent shall prepare and implement:

- a) a **Construction Traffic Management Plan**, prepared in consultation with RTA, RailCorp, NSWTI, relevant Councils and emergency services to manage the construction traffic impacts of the project, including but not limited to:
  - i) identifying haulage routes and access points from construction sites to local and arterial roads and detailing measures to minimise potential access and land use conflicts;
  - ii) identifying haulage and construction vehicle volumes and detailing measures to minimise traffic impacts on local and arterial roads;
  - iii) identifying construction activities that would require disruption of traffic, such as bridge and lane closures, and measures to minimise impacts;
  - iv) identifying designated construction personnel parking areas; and
  - v) detailing measures to minimise impacts to existing parking and access provisions at Stations and along the project corridor, including for pedestrians, cyclists, buses, kiss and rides and taxis.
- b) a **Construction Noise and Vibration Management Plan** to detail how construction noise and vibration impacts would be minimised and managed. The Plan shall be

developed in consultation with the DECCW and shall include, but not necessarily be limited to:

- i) details of construction activities and an indicative schedule for construction works;
  - ii) identification of construction activities that have the potential to generate noise and/ or vibration impacts on surrounding land uses, particularly residential areas,
  - iii) detail the requirements for Noise and Vibration Impact Statement(s) for discrete work areas, including stations and construction site compounds.
  - iv) detail what reasonable and feasible actions and measures would be implemented to minimise noise impacts;
  - v) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints;
  - vi) where not otherwise subject to an Environment Protection Licence, an out-of-hours work (OOHW) protocol for the assessment, management and approval of works outside of standard construction hours as defined in condition 2.15 of this approval, including a risk assessment process under which an Environmental Representative may approve out-of-hour construction activities deemed to be of low environmental risk and refer high risk works for the Director-General's approval. The OOHW protocol shall detail standard assessment, mitigation and notification requirements for high and low risk out-of-hour works, and detail a standard protocol for referring applications to the Director-General; and
  - vii) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be conducted, the locations where monitoring would take place, how the results of this monitoring would be recorded and reported; and, if any exceedance is detected how any non-compliance would be rectified.
- c) a **Soil and Water Quality Management Plan** to detail how excavated and imported materials will be managed and water courses protected throughout construction. The Plan shall be developed in consultation with DECCW and shall include, but not necessarily be limited to:
- i) how spoil and fill material generated by the project will be sought, handled, stockpiled, reused and disposed, including the identification of spoil and stockpile volumes and locations;
  - ii) how soil erosion, discharge of sediment or water pollutants from the site will be managed, including the consideration of flood events and the identification of mitigation, management and monitoring measures;
  - iii) details of contaminated soil and appropriate management, remediation, disposal and monitoring measures; and
  - iv) a contingency plan to be implemented in the case of unanticipated discovery of contaminated material during construction.

### **Operational Environmental Management**

6.5 Prior to the commencement of operation, the Proponent shall incorporate the project into existing environmental management systems applying to the rail network.