

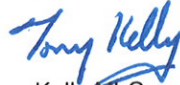
Project Approval

Section 75J of the *Environmental Planning & Assessment Act 1979*

I approve the project application 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.



Tony Kelly MLC
Minister for Planning

16 FEB 2011

Sydney

2011

SCHEDULE 1

Application No.:

MP 10_0111

Proponent:

Transport NSW

Approval Authority:

Minister for Planning

Land:

Disused Rozelle Goods Line corridor from Lilyfield to Dulwich Hill and adjoining lands including Richard Murden Reserve, Haberfield and the existing light rail stabling and maintenance facility at Pymont.

Project:

An Inner West extension of 5.6 kilometres along the disused Rozelle goods line corridor from Lilyfield to Dulwich Hill, including a GreenWay walking and cycling path, and nine new stops:

- Leichhardt North stop;
- Hawthorne stop;
- Marion stop;
- Taverners Hill stop;
- Lewisham West stop;
- Waratah Mills stop;
- Arlington stop;
- Dulwich Grove stop; and
- Dulwich Hill Interchange stop.

Part 3A Project:

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 19 March 2010 and revised 16 July 2010.

Critical Infrastructure

The proposal is a critical infrastructure project by virtue of an Order made by the Minister for Planning and gazetted on 19 March 2010 and revised 16 July 2010.

TABLE OF CONTENTS

DEFINITIONS	3
PART A - ADMINISTRATIVE CONDITIONS	4
Terms of Approval	4
Limits of Approval	4
Statutory Requirements	4
PART B – ENVIRONMENTAL CONDITIONS	5
NOISE AND VIBRATION	5
Land Use Survey	5
TRAFFIC AND TRANSPORT	5
Design	5
Parking Strategy	5
Pedestrian Access	5
HERITAGE	6
Aboriginal Heritage	6
Non Aboriginal Heritage	6
BIODIVERSITY	7
URBAN DESIGN AND LANDSCAPING	8
Sustainability	8
Urban Design and Stop Access Plan	8
HYDROLOGY	9
EARTHWORKS	9
WASTE MANAGEMENT	10
INFRASTRUCTURE PROPERTY AND UTILITIES	10
COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT	10
COMPLIANCE MONITORING AND TRACKING	11
PART C – CONSTRUCTION	12
NOISE AND VIBRATION	12
Construction Hours	12
Construction Noise and Vibration Criteria	12
TRAFFIC AND TRANSPORT	12
Construction traffic and access	12
Road Condition Reports	13
HERITAGE	13
Non Aboriginal Heritage	13
BIODIVERSITY	13
HAZARDS AND RISKS	13
ENVIRONMENTAL MANAGEMENT	13
Environmental Representative	13
Construction Environmental Management Plan	14
PART D – OPERATIONS	17
NOISE AND VIBRATION	17
Operational noise and vibration criteria	17
Operational Noise and Vibration Review	18
Operational Noise and Vibration Compliance Assessment	18
OPERATIONAL ENVIRONMENTAL MANAGEMENT SYSTEM	18
OPERATIONAL PERFORMANCE	18
Maintenance	18
Operational Performance Audit	18

DEFINITIONS

Act, the	<i>Environmental Planning and Assessment Act 1979</i>
Ancillary Facility	Temporary facility for construction, including for example an office and amenities compound, construction compound, materials storage, compound maintenance workshop, concrete washout, or material stockpile areas.
Construction	Includes all work in respect of the project other than survey, establishing site compounds and ancillary facilities, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, installation of environmental impact mitigation measures, utility adjustments/relocations, and minor clearing.
DECCW	NSW Department of Environment, Climate Change and Water
Department, the	NSW Department of Planning
Director-General, the	Director-General of the NSW Department of Planning (or delegate)
Director-General's Approval	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.
IWEG	Inner West Environment Group
Minister, the	Minister for Planning
Operation	Means the operation of the project, but does not include commissioning trials of equipment or temporary use of parts of the project during construction.
Project	The project the subject of Major Projects Application 10_0111.
Proponent	Transport NSW
Publicly Available	Available for inspection in hard copy and/or electronic format by a member of the general public (for example available on the project website).
Reasonable and feasible	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. Feasible relates to engineering considerations and what is practical to build. Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided.
Relevant Council(s)	Ashfield Council, Leichhardt Municipal Council, Marrickville Council and the City of Sydney Council as applicable.
RTA	Roads and Traffic Authority
Sensitive Receiver	Residence, education institution (e.g. school, TAFE college), health care facility (e.g. nursing home, hospital) and religious facility (e.g. church).
Stages	Stages refer to the division of a project into multiple contract packages for construction purposes, and/or the construction or operation of the overall project in discrete sections.
STA	State Transit Authority (Sydney Buses)

SCHEDULE 2
PART A - ADMINISTRATIVE CONDITIONS

Terms of Approval

- A1. The Proponent shall carry out the project generally in accordance with the:
- (a) Major Project Application 10_0111;
 - (b) *Sydney Light Rail Extension Stage 1 – Inner West Extension* (two volumes), prepared by Parsons Brinkerhoff for Transport NSW and dated October 2010;
 - (c) *Sydney Light Rail Extension Stage 1 – Inner West Extension – Submissions Report*, prepared by Parsons Brinkerhoff for Transport NSW and dated December 2010; and
 - (d) conditions of this approval.
- A2. In the event of an inconsistency between:
- (a) the conditions of this approval and any document listed from condition A1a) to A1c) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and
 - (b) any of the documents listed from condition A1a) to A1c) inclusive, the most recent document shall prevail to the extent of the inconsistency.
- A3. The Proponent shall comply with the reasonable requirements of the Director-General arising from the Department's assessment of:
- (a) any reports, plans or correspondence that are submitted in accordance with this approval; and
 - (b) the implementation of any actions or measures contained in these reports, plans or correspondence.
- A4. The Proponent may construct and/ or operate the project in stages with commensurate staging of compliance with the conditions of this approval. Where the project is to be staged, the Proponent shall submit details of the staging to the Director-General, including details of how compliance with the conditions of this approval will be ensured across and between the stages of the project.

Limits of Approval

- A5. This approval shall lapse ten years after the date on which it is granted, unless the works the subject of this approval are physically commenced on or before that date.

Statutory Requirements

- A6. The Proponent shall ensure that all licences, permits and approvals are obtained as required by law and maintained as required with respect to the project. No condition of this approval removes the obligation for the Proponent to obtain, renew or comply with such licences, permits or approvals.
- A7. 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.
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PART B – ENVIRONMENTAL CONDITIONS

NOISE AND VIBRATION

Land Use Survey

- B1. Prior to construction, the Proponent shall undertake a detailed land use survey to identify potentially critical areas that are sensitive to construction vibration and construction ground-borne noise impacts. The results of the survey shall be incorporated into the Construction Noise and Vibration Management Plan as required by condition C20.

TRAFFIC AND TRANSPORT

Design

- B2. The Proponent shall ensure that the project, in relation to new or modified road, parking, pedestrian and cycle infrastructure is designed:
- (a) in consultation with the relevant road authority;
 - (b) in consideration of existing and future demand, road safety and traffic network impacts;
 - (c) to meet relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Engineering Practice; and
 - (d) is certified by an appropriately qualified person that the above matters have been appropriately considered.
- B3. The Proponent shall ensure that the pedestrian facilities proposed at the intersection of Darley Road and Francis Street, and Darley Road and Lyall Street, are designed and constructed to the satisfaction of the RTA.
- B4. The Proponent shall ensure that the location and design for the at grade GreenWay crossing at Marion Street is undertaken in consultation with the RTA and the relevant Council, and shall include the consideration of:
- (a) the installation of a signalised intersection at the intersection of Marion Street and Hawthorne Parade; and
 - (b) an upgrade of the pedestrian crossing of Hawthorne Parade adjacent to Marion Street.

Parking Strategy

- B5. The Proponent shall, prior to operation, unless otherwise agreed by the Director-General, prepare a **Parking Management Strategy** in consultation with the RTA, STA and relevant councils to manage car parking impacts at light rail stops and adjoining areas as a result of the operation of the project. The Parking Management Strategy shall include, but not be limited to:
- (a) the provision of parking spaces consistent with those identified in Table 6.1 of the report *Sydney Light Rail Extension – Stage 1 Draft Parking Strategy*, prepared by Parsons Brinkerhoff and dated September 2010;
 - (b) a monitoring methodology for the utilisation of park and ride spaces and impacts on parking supply and turnover on adjoining streets at each stop; and
 - (c) the identification of measures to address parking impacts, such as resident parking schemes, should monitoring identify a significantly detrimental impact on local parking supply.

The Proponent shall be responsible for the implementation of measures in coordination with the relevant Council. The Strategy shall be submitted to the Director-General and the reporting of monitoring incorporated into the Compliance Tracking Program.

Pedestrian Access

- B6. The Proponent shall review pedestrian access to stops and identify improvements to pedestrian infrastructure to facilitate improved pedestrian connectivity to adjoining areas and improved transport interchange. The review shall be undertaken in consultation with the RTA, STA and RailCorp and relevant Councils, and shall address, but not be limited to the following matters:
- (a) improvements to pedestrian access and priority, commensurate with expected pedestrian demand, including the consideration of proposed future development within the walking catchment of each stop;
 - (b) a reduction in pedestrian access severance and enhancements to safe and convenient crossing opportunities on adjoining roads and cycleways;
 - (c) the provision of pedestrian links to other transport modes, particularly bus stops and City Rail stations, including a detailed review of bus stop locations and the potential to reduce walking distances between bus and light rail stops; and
 - (d) improvements in the level of personal mobility and safety for pedestrians, with consideration of the *Disability Discrimination Act 1992* (DDA) Public Transport Standards and the DDA Access Code 2010, including accessible paths of travel from interchange bus stops and railway stations, and disabled and kiss-and-ride parking spots associated with light rail stops.

Infrastructure and service improvement measures identified in the review shall, where reasonable and feasible, be implemented by the Proponent and shall be incorporated into the Urban Design and Stop Access Plan required under condition B27.

- B7. As part of condition B6, the Proponent shall implement the following matters, unless otherwise agreed by the Director-General:
- (a) improvements identified in Table 6.1 of the report titled *Traffic and Transport Impact Assessment: Sydney Light Rail Extension Stage 1*, prepared by Parsons Brinkerhoff and dated October 2010, subject to the conditions of this approval;
 - (b) the safe separation of light rail facilities and recreational uses, including off leash dog areas at the Hawthorne stop;
 - (c) an investigation of footpath upgrades between the northern end of the Lewisham West Stop to Longport Street and an upgrade of the footpath between the northern access point of the Lewisham West Stop to Lewisham Station, along Longport Street and Railway Terrace; and
 - (d) improved pedestrian facilities along Hudson Street between the Lewisham West Stop and Old Canterbury Road, including the consideration of an interim shared pedestrian and vehicle zone, subject to the future development of the McGill Street precinct.
- B8. The Proponent shall design the project so as not to preclude the widening of the Wardell Road (west) footpath at Dulwich Hill Station.

Cycle Access

- B9. The Proponent shall review cycle access to light rail stops and the GreenWay and cycle facilities at light rail stops to identify infrastructure measures to improve cycle facilities at stops and the connectivity of light rail and the GreenWay with local and regional cycle networks. The review shall be undertaken in consultation with the RTA, relevant Councils, Bicycle NSW and local bike user groups and the GreenWay Steering Committee, and shall include but not be limited to the consideration of the cycle network improvements identified in Table 6.2 of the report titled *Traffic and Transport Impact Assessment: Sydney Light Rail Extension Stage 1*, prepared by Parsons Brinkerhoff and dated October 2010. The Proponent shall ensure that the stop lifts allow for the carriage of bicycles.

Infrastructure and service improvement measures identified in the review shall be implemented by the Proponent and incorporated into the Urban Design and Stop Access Plan required by condition B27.

Property Access

- B10. The Proponent shall:
- (a) retain access to all properties during construction and operation, unless otherwise agreed by the relevant property owner or occupier;
 - (b) reinstate any access physically affected by the project to at least an equivalent standard, unless otherwise agreed with the property owner; and
 - (c) ensure adequate access is provided for the maintenance of existing and future Bushcare sites.

HERITAGE

Aboriginal Heritage

- B11. The Proponent shall implement recommendations identified in section 6.1 of the report *Sydney Light Rail Extension Stage 1 Heritage Impact Assessment*, September 2010, and prepared by Australian Museum Business Services for Parsons Brinkerhoff, subject to the requirements of these conditions.

Non Aboriginal Heritage

- B12. The Proponent shall implement recommendations identified in section 6.2 of the report *Sydney Light Rail Extension Stage 1 Heritage Impact Assessment*, September 2010, and prepared by Australian Museum Business Services for Parsons Brinkerhoff, subject to the requirements of these conditions.
- B13. The Proponent shall, prior to construction, undertake further heritage impact assessment of the following heritage items to inform detailed design and management measures to avoid and/or minimise impacts to these items:
- (a) Darling Harbour Rail Corridor (Pyrmont);
 - (b) Hawthorne Canal Stormwater Channel No.62 (and Leichhardt Branch) (Leichhardt and Ashfield);
 - (c) Leichhardt (Marion Street) Underbridge (Leichhardt);
 - (d) Lewisham (Parramatta Road) Underbridge (Marrickville);
 - (e) Battle Bridge Over Hawthorne Canal (Marrickville);
 - (f) Lewisham Sewage Aqueduct (Marrickville); and
 - (g) Lewisham Railway Viaducts over Long Cove Creek (Marrickville).

The further assessment shall be undertaken in consultation with the Department (Heritage Branch) and by a suitably qualified heritage consultant, utilise existing Heritage Assessments and Conservation Management Plans and shall be generally consistent with NSW Heritage Council guidelines. The assessment shall be submitted to the Director-General and the findings, including the detailed design and management measures shall be incorporated into the Construction Heritage Management Plan required under condition C20. Should, during detail design, items that were not identified as being impacted are

identified as likely to be impacted; an equivalent level of assessment as stated in this condition shall be undertaken for those items.

- B14. The Proponent shall, prior to excavation works, undertake a baseline archaeology assessment to provide sensitivity mapping of areas which may contain significant non-Aboriginal archaeological deposits. The assessment shall be undertaken by a suitably qualified archaeologist and in consultation with the Department (Heritage Branch), and shall be consistent with NSW Heritage Council guidelines.

Where they can not be avoided, any affected non-Aboriginal archaeological sites of Local or State significance found in areas identified as having potential archaeological significance are to be subject to professional archaeological excavation and/or recording before construction works commence. A Research Design (including an Archaeological Excavation Methodology) shall be prepared in accordance with NSW Heritage Council guidelines.

The archaeology assessments and the Research Design shall be submitted to the Director-General and the findings shall be incorporated into the Construction Heritage Management Plan required under condition C20. A suitably qualified archaeologist shall be made available to identify potential archaeological relics and a copy of final excavation report(s) shall be prepared and lodged with the Heritage Council of NSW, and relevant councils.

- B15. Where reasonable and feasible, potential archaeological heritage within the study area shall be retained and preserved in situ.
- B16. Prior to the commencement of construction, the Proponent shall prepare a **Heritage Interpretation Strategy** in accordance with NSW Heritage Council guidelines, to outline in particular how heritage significance which will be lost as a result of the project will be interpreted within the site. The Strategy shall be prepared in consultation with the Department (Heritage Branch) and is to be submitted to the Director-General prior to completion of detailed design. The identified strategies shall be incorporated into the Urban Design and Stop Access Plan required by condition B27.
- B17. Photographic and archival recording of all buildings, structures, landscape areas to be directly impacted by the project shall be undertaken prior to construction. Recording is to be completed in accordance with NSW Heritage Council guidelines. Copies of photographic recordings shall be made available to the Department (Heritage Branch) and relevant councils.

BIODIVERSITY

- B18. The Proponent shall develop and implement a **Revegetation and Biodiversity Compensation and Monitoring Package** to outline how ecological impacts will be compensated for and habitat monitored within the corridor, Bushcare and other appropriate sites.

The Package shall be prepared and submitted to the Director-General for approval prior to construction, unless otherwise agreed by the Director-General, and in consultation with DECCW, relevant Councils, the GreenWay Sustainability Project, the GreenWay Steering Committee and the IWEG, and have consideration of the *GreenWay Revegetation and Bushcare Plan*. The Package should ensure that all vegetation loss, including native vegetation and weeds, is offset by an equivalent area of regeneration or replanting, and include:

- (a) the identification of the extent and types of habitat impacts and habitat loss or degradation as a result of the final design of the project;
- (b) the objectives and biodiversity outcomes to be achieved through impact mitigation and compensation measures;
- (c) details of impact mitigation measures, including infrastructure designs that facilitate fauna movements;
- (d) details of the offset measures selected to compensate for the loss of vegetation, including the identification of potential Bushcare sites;
- (e) measures for the management, protection and monitoring of the compensatory sites, including the:
 - i) monitoring of the condition of fauna and flora species and ecological communities at offset locations;
 - ii) the methodology for the monitoring program(s), including the number and location of monitoring sites, and the sampling frequency at these sites;
 - iii) provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the DECCW; and
- (f) timing and responsibilities for the implementation of the provisions of the Package.

Any land offset must be enduring and include a conservation mechanism which protects and manages the land in perpetuity.

Where monitoring shows inadequate compensatory habitat results, remedial actions must be undertaken to ensure that the objectives of the Package are achieved.

- B19. The Proponent shall implement, where reasonable and feasible, the mitigation measures listed in Table 7-1, in the report titled Ecological assessment: Sydney Light Rail Extension – Stage 1, September 2010, prepared by Parsons Brinkerhoff, subject to the requirements of these conditions.
- B20. To ensure that as much potential Long-nosed Bandicoot habitat as possible is maintained along the rail corridor at any one time during construction and operation, the Proponent shall undertake sequential revegetation and rehabilitation works and the strategic placement of alternative shelter and the enhancement of existing shelter suitable for use of by Long-nosed Bandicoots preceding any proposed clearing.
- B21. The Proponent shall limit the clearing of native vegetation, particularly in relation to mature trees and within established Bushcare sites and threatened species habitat, to the greatest extent practicable.
- B22. Lighting design shall minimise lighting levels, where reasonable and feasible, in locations adjoining key fauna habitat areas, including Bushcare and compensatory habitat sites.

URBAN DESIGN AND LANDSCAPING

- B23. The Proponent shall design and construct the project in a manner that minimises the visual, amenity and heritage setting impacts of infrastructure and hard landscaping elements, including stops, fencing, signage, the GreenWay and the like.
- B24. The Proponent shall, to the greatest extent practicable, minimise the removal of vegetation, including through Richard Murden Reserve and shall reinstate and supplement landscaping where practicable.
- B25. To mitigate privacy and visual impacts to properties along the length of the project corridor, vegetation screening shall be implemented. If this is not feasible or does not provide adequate privacy, additional urban design elements such as screens or fencing shall be considered in consultation with affected property owners.

Sustainability

- B26. The Proponent shall develop and implement a **Sustainability Management Plan** outlining initiatives to be undertaken during design, construction and operation of the project, to minimise energy use and Green House Gas emissions. The Plan will include, but shall not be limited to, the development of initiatives identified in Table 15.7 of the Environmental Assessment. The initiatives will be incorporated into the Construction Environmental Management Plan, Urban Design and Stop Access Plan and the Operational Environmental Management System.

Urban Design and Stop Access Plan

- B27. The Proponent shall prepare and implement an **Urban Design and Stop Access Plan** for the project. The Plan shall be prepared by appropriately qualified person(s) and shall present an integrated urban design for the project. The Plan shall include, but not necessarily be limited to:
- (a) identification of design principles and standards based on:
 - i) local environmental values,
 - ii) urban design context,
 - iii) sustainable design and maintenance (including consideration of anti graffiti materials) ,
 - iv) transport and land use integration and system functionality,
 - v) passenger and community safety and security,
 - vi) community amenity and privacy,
 - vii) and relevant design standards and guidelines;
 - (b) location and identification of existing and proposed landscaping through the use of indigenous and endemic species linked with the **Revegetation and Biodiversity Compensation and Monitoring Package;**
 - (c) design details of the built elements of the project, including:
 - i) infrastructure measures identified in the pedestrian and cycle access reviews,
 - ii) retaining walls, embankments, bridges, underpasses, substations and the like,
 - iii) fencing, noise barriers, lighting, privacy screening,
 - iv) signage (including wayfinding signage),
 - v) stop infrastructure and passenger facilities,
 - vi) 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 and landscapes;
 - (d) consideration of relevant legislation such as the *Disability Discrimination Act 1992* and design standards and policies, such as *Water Sensitive Urban Design*, *Sustainable Design Guidelines for Stations*, *Commuter Car Parks and Maintenance Facilities* (TIDC, 2009), *Crime Prevention Through Environmental Design Principles*, *Shotcrete Design Guidelines: Design guidelines to avoid, minimise, and improve the appearance of shotcrete* (RTA, 2005), *AS4282-1997 Control of the obtrusive effects of outdoor lighting*, and relevant Agency and Council design standards;
 - (e) a public art strategy consistent with the GreenWay public art strategy;
 - (f) graphics for key elements including sections, sketches, perspective views, etc;

- (g) restoration of work sites and rehabilitation measures; and
- (h) measures to maintain stops and landscaping works, including weed control, to the design standards established in the Plan, where necessary.

In preparing the Plan, the Proponent shall consult with the RTA, RailCorp, relevant Councils, the GreenWay Steering Committee and the community. The Plan shall be submitted for the approval of the Director-General prior to the construction of the project, unless otherwise agreed by the Director-General.

HYDROLOGY

- B28. The Proponent shall, prior to construction, unless otherwise agreed by the Director-General, undertake a **Flood and Drainage Management Study** to ensure that the project does not worsen existing flooding characteristics within the vicinity of the project. The Study shall include but not be limited to:
- (a) the identification of flood risks to the project and adjoining areas, including the consideration of local drainage catchment assessments, and climate change implications on rainfall, drainage and tidal characteristics;
 - (b) identifying design and mitigation measures that would be implemented to protect proposed operations and not worsen existing flooding characteristics during construction and operation, including soil erosion and scouring;
 - (c) identifying drainage system upgrades consistent with Railcorp and Transport Construction Authority Standards and treatment options, including the consideration of Water Sensitive Urban Design; and
 - (d) the preparation of a flood/emergency management plan.

The findings of the Study shall be incorporated into the final design of the project and the operational environmental management system.

- B29. The Proponent shall ensure that the detailed design of the project does not significantly increase flooding characteristics and limit to the greatest extent practicable, increases in inundation levels to a maximum of 10 millimetres, and 1 hour, in a 1 in 100 year ARI event.

Where flooding characteristics are significantly increased and affect access, property or infrastructure, the Proponent shall in consultation with the property and land owner, identify and implement further mitigation measures as necessary.

EARTHWORKS

- B30. Prior to the commencement of site preparation and excavation activities, or as otherwise agreed by the Director-General, in areas identified as having a moderate to high risk of contamination (including proposed biodiversity offset locations), the Proponent shall prepare a **Soil Contamination Report** in accordance with the requirements of the *Contaminated Land Management Act 1997* and associated guidelines, detailing the outcomes of Phase 2 contamination investigations within these areas. The report shall detail, where relevant, whether the soil is suitable (for the intended land use) or can be made suitable through remediation.

Where the investigations identify that the site is suitable for the intended operations and that there is no need for a specific remediation strategy, measures to identify, handle and manage potential contaminated spoils, materials and groundwater shall be identified in the Report and incorporated into the Construction Earthworks and Water Quality Management Plan required under condition C20. Should a remediation strategy be required, the Report shall include a remediation strategy for addressing the site contamination, and how the environmental and human health risks will be managed during the disturbance, remediation and/or removal of contaminated soil or groundwater.

The Proponent shall submit to the Director-General the **Soil Contamination Report**, and if required, the Report shall be accompanied by a Site Audit Statement(s), prepared by an accredited Site Auditor under the *Contaminated Land Management Act 1997*, verifying that the site has been or can be remediated to a standard consistent with the intended land use. A final Site Audit Statement(s), if required, shall be prepared by an accredited Site Auditor, certifying that the contaminated areas have been remediated to a standard consistent with the intended land use and shall be submitted to the Director-General prior to operation of the site.

- B31. The Proponent shall implement all appropriate measures to prevent soil erosion and the discharge of sediments and pollutants from the project during construction and operation, with consideration of the measures outlined in the Landcom manual *Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition 2004* (Landcom, 2006) and *Managing Urban Stormwater - Soils And Construction Vol 2D Main Road Construction* (DECC, 2008).

WASTE MANAGEMENT

- B32. All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.
- B33. The Proponent shall ensure that all liquid and/ or non-liquid waste generated and/ or stored on the site is assessed and classified in accordance with the *Waste Classification Guidelines* (DECC, 2009).
- B34. The Proponent shall manage any asbestos or asbestos-contaminated materials that may be uncovered during the construction, commissioning and operation of the project strictly in accordance with the requirements under the *Protection of the Environment Operations (Waste) Regulation 2005* and any guidelines or requirements issued by the DECCW in relation to those materials.

INFRASTRUCTURE PROPERTY AND UTILITIES

- B35. The Proponent shall identify utilities, services and other infrastructure and property potentially affected by construction and operation to determine requirements for access to, diversion, protection, and/or support. Alterations shall be determined by negotiation with the owner. The Proponent in consultation with the owner and/or occupier shall minimise potential disruption to services and that disruptions are advised to customers.
- B36. 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.

COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT

- B37. 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 the community stakeholders (particularly adjoining landowners) on construction progress and management. The Strategy shall include, but not be limited to:
- identification of stakeholders to be targeted as part of the Strategy, including community environmental and transport groups and adjoining property owners;
 - procedures and mechanisms for the regular dissemination of information to the community and stakeholders on construction progress and matters associated with environmental management;
 - procedures and mechanisms through which the community and stakeholders can discuss or provide feedback to the Proponent and/or Environmental Representative in relation to the environmental management and delivery of the project;
 - procedures and mechanisms through which the Proponent can respond to any enquires or feedback from the community and stakeholders in relation to the environmental management and delivery of the project; and
 - procedures and mechanisms to be implemented to respond to any issues/disputes that arise between parties on the matters relating to environmental management and the project delivery.

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

- B38. Prior to the commencement of construction of the project, the Proponent shall ensure that the following are available for community enquiries and complaints for the duration of construction:
- a 24 hour telephone number on which complaints and enquiries about the project may be registered;
 - a postal address to which written complaints and enquires may be sent; and
 - an email address to which electronic complaints and enquiries may be transmitted.

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

- B39. Prior to the commencement of construction, the Proponent shall dedicate pages within its 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, including:
- a copy of the documents referred to under condition A1 of this approval, and any documentation supporting modifications to this approval that may be granted;
 - a copy of this approval and each relevant environmental approval, licence or permit required and obtained in relation to the project;
 - subject to confidentiality requirements, a copy of each strategy, plan and program required under this approval; and
 - the outcomes of compliance tracking in accordance with condition B8 of this approval.

COMPLIANCE MONITORING AND TRACKING

- B40. 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 operate for a minimum of one year following commencement of operation, subject to the Director-General's review of the outcomes of the Operational Performance Audit Report referred to in condition D8 . The Program must include:
- (a) provisions for periodic review of the compliance status of the project against the requirements of this approval and the Statement of Commitments detailed in the document referred to in condition A1c) of this approval;
 - (b) provisions for the notification of the Director-General prior to the commencement of construction and prior to the commencement of operation of the project;
 - (c) provisions for periodic reporting of compliance status to the Director-General during construction;
 - (d) a program for independent environmental auditing in accordance with ISO 19011:2003 - Guidelines for Quality and/ or Environmental Management Systems Auditing;
 - (e) procedures for rectifying any non-compliance identified during environmental auditing or review of compliance;
 - (f) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;
 - (g) provisions for reporting environmental incidents to the Director-General during construction; and
 - (h) provisions for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.
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PART C – CONSTRUCTION

NOISE AND VIBRATION

Construction Hours

- C1. The Proponent shall only undertake construction works associated with the project during the following hours:
- 7.00am to 6.00pm, Mondays to Fridays inclusive;
 - 8.00am to 1.00pm on Saturdays; and
 - at no time on Sundays or public holidays.
- C2. Notwithstanding condition C1, construction works associated with the project may be undertaken outside the hours specified under that condition in the following circumstances:
- construction that causes $L_{Aeq(15minute)}$ noise levels that are:
 - no more than 5dB above rating background level at any residence in accordance with the *Interim Construction Noise Guideline* (DECC, 2009); and
 - no more than the noise management levels specified in Table 3 of the *Interim Construction Noise Guideline* (DECC, 2009) at other sensitive land uses; or
 - for the delivery of materials required by the police or other authorities for safety reasons; or
 - where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or
 - works as approved through the out-of-hours work protocol outlined in C20 of this approval.
- C3. Any work generating high noise impact shall only be undertaken:
- between the hours of 8.00am and 6.00pm Monday to Friday;
 - between the hours of 8.00am and 1.00pm Saturdays; and
 - in continuous blocks of no more than three hours, with at least a one hour respite between each block of where the location of the work is likely to impact the same receivers.

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

Construction Noise and Vibration Criteria

- C4. Construction noise management levels (NML) shall be established using the *Interim Construction Noise Guideline* (DECC, 2009). The Proponent shall implement all reasonable and feasible noise mitigation measures with the aim of achieving the construction NMLs. Any construction activities identified as exceeding the construction NMLs shall be managed in accordance with the Construction Noise and Vibration Management Plan required under condition C20.

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

- C5. Vibration criteria shall be established using the *Assessing Vibration: a technical guideline* (DEC, 2006). The Proponent shall implement all reasonable and feasible mitigation measures with the aim of achieving the vibration criteria. Construction activities identified as exceeding the vibration criteria shall be managed in accordance with the Construction Noise and Vibration Management Plan required under condition C20.
- C6. Wherever practical, piling activities shall be undertaken using quieter alternative methods than impact or percussion piling, such as bored piles or vibrated piles.
- C7. Reasonable and feasible noise mitigation measures shall be applied to underpass excavation activities when the following residential ground-borne noise levels are exceeded:
- Evening (6.00pm to 10.00pm) – Internal $L_{Aeq(15minute)}$ 40dB(A); and
 - Night time (10.00pm to 7.00am) – Internal $L_{Aeq(15minute)}$ 35dB(A).

The mitigation measures shall be included in the Construction Noise and Vibration Management Plan required under condition C20.

- C8. No blasting shall occur without the prior approval of the Director-General.

TRAFFIC AND TRANSPORT

Construction traffic and access

- C9. The Proponent shall maintain safe pedestrian and cyclist access through or around worksites during construction. In circumstances where pedestrian and cyclist access is restricted due to construction activities, the Proponent shall ensure that a satisfactory alternate route is provided and signposted.

- C10. The Proponent shall ensure that construction vehicles (including staff vehicles) associated with the project:
- (a) minimise parking or queuing on public roads, including the utilisation of the light rail corridor for construction vehicle and staff movements to the greatest extent practicable;
 - (b) minimise idling and queuing in local residential streets where reasonably practicable;
 - (c) minimise the use of local roads (including residential streets) to gain access to construction sites and compounds, including accessing the site from arterial roads and utilising the rail corridor for transportation of construction materials and the like to work sites; and
 - (d) adhere to the nominated haulage routes identified in the Construction Traffic Management Plan required under condition C20.
- C11. Where construction vehicle routes directly pass schools or childcare centres, the Proponent shall minimise heavy vehicle movements where reasonable and feasible between 8:00am and 9:30am, and between 2:30pm and 4:00pm Monday to Friday, during the school term.
- C12. The Proponent shall ensure that all lane and or road closures of Parramatta Road, including during the installation of the GreenWay and the raising of the existing rail bridge over Parramatta Road, are minimised and carried out to the satisfaction of the RTA.
- C13. The site compound access proposed from the City West Link shall be designed to cater for heavy vehicle deceleration and acceleration requirements and shall be subject to a geometric and safety design assessment by a suitably qualified person and to the satisfaction of the RTA.

Road Condition Reports

- C14. Road condition reports shall be prepared prior to commencement of construction for all local roads likely to be used by construction traffic. A copy of the relevant report shall be provided to the relevant Council. Any damage resulting from the construction of the project, aside from that resulting from normal wear and tear, shall be repaired at the cost of the Proponent.

HERITAGE

Non Aboriginal Heritage

- C15. Heritage items including landscaped areas that are not directly impacted by the project shall be protected to prevent damage from the works. 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 appropriately qualified person to make an assessment of the finds. Works in that vicinity shall only continue in accordance with the Archaeological Management Strategy included as part of the Construction Heritage Management Plan required under condition C20 and in consultation with the Department of Planning (Heritage Branch) for further advice on required actions or approvals.

BIODIVERSITY

- C16. The Proponent shall, prior to construction, undertake pre clearing surveys and inspections for endangered and threatened species, including for the Long-nosed Bandicoot and microchiropteran bat species. The surveys and inspections, and any subsequent relocation of species, shall be undertaken under the guidance of a qualified ecologist and the methodology incorporated into the Construction Flora and Fauna Management Plan required by condition C20.

HAZARDS AND RISKS

- C17. The Proponent shall ensure that the transport, handling and management of hazardous substances during construction does not result in a potentially hazardous storage environment or present a significant risk to human health, life or property, or the biophysical environment, consistent with *State Environmental Planning Policy No.30 – Hazardous and Offensive Development* and associated guidelines.

ENVIRONMENTAL MANAGEMENT

Environmental Representative

- C18. 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 Environmental Representative(s) that is independent of the design and construction personnel. The Proponent shall employ the Environmental Representative(s) for the duration of construction, or as otherwise agreed by the Director-General. The Environmental Representative(s) shall:
- (a) be the principal point of advice in relation to the environmental performance of the project;
 - (b) 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;

- (c) consider and advise the Proponent on its compliance obligations against all matters specified in the conditions of this approval and the Statement of Commitments as referred to under condition A1c) of this approval and all other licences and approvals related to the environmental performance and impacts of the project;
- (d) ensure that environmental auditing is undertaken in accordance with all relevant project Environmental Management Systems; 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

C19. The Proponent shall, prior to the commencement of construction, prepare and implement a Construction Environmental 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 the *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 on the site during construction;
- 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;
- e) details of the measures to be installed to separate construction areas from publicly accessible areas; and
- f) details of how the environmental performance of the construction works will be managed and monitored, and what actions will be taken to address identified potential adverse environmental impacts. In particular, the following environmental issues shall be addressed in the Plan:
 - i) construction compounds and ancillary facilities management;
 - ii) construction noise and vibration;
 - iii) construction traffic;
 - iv) flora and fauna management;
 - v) earthworks and water quality management, including acid sulfate soil management;
 - vi) heritage management;
 - vii) air quality and dust management; and
 - viii) waste management.

The Plan shall be submitted for the approval of the Director General no later than one month prior to the commencement of construction, or within such period otherwise agreed by the Director General. The Plan may be prepared in stages, however, construction works for each stage shall not commence until written approval has been received from the Director General.

C20. As part of the Construction Environmental Management Plan for the project, the Proponent must prepare and implement:

- (a) a **Construction Compound and Ancillary Facilities Management Plan** to detail the management of site compounds associated with the project. The Plan shall build on the Construction Compounds and Ancillary Facilities Management Plan framework provided in the EA, and shall include but not be limited to:
 - (a) a description of the facility, its components and the surrounding environment;
 - (b) details of the activities to be carried out at each facility, including the hours of use and the storage of dangerous and hazardous goods;
 - (c) details of the mitigation and management procedures specific to the facility that would be implemented to minimise environmental and amenity impacts and an assessment of the adequacy of the mitigation or offsetting measures;
 - (d) identification of the timing for the completion of activities at the facility and how the site will be decommissioned (including any necessary rehabilitation); and
 - (e) appropriate monitoring, review and amendment mechanisms.
- (b) a **Construction Noise and Vibration Management Plan** to detail how construction noise and vibration impacts will be managed across the project. The Plan shall be consistent with the guidelines contained in the *Interim Construction Noise Guidelines* (DECC, 2009) and shall include, but not be limited to:
 - i) details of construction activities (including site compounds), machinery and an indicative schedule for works that have the potential to generate noise and/ or vibration impacts on surrounding land uses,
 - ii) details of sensitive receivers (including maps showing the location of all potentially affected sensitive receivers);
 - iii) the construction noise and vibration objectives for the project stipulated in this approval;

- iv) details of the reasonable and feasible mitigation and management measures and procedures that will be implemented to control construction noise and vibration impacts, where the objectives are predicted and/or are measured to be exceeded;
 - v) an out-of-hours work (OOHW) protocol for the assessment, management and approval of works outside of standard construction hours as defined in condition C2 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 must 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
 - vi) monitoring measures to assess compliance against the construction noise and vibration objectives, 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 exceedances are detected how any non-compliance would be rectified.
- (c) a **Construction Traffic Management Plan** to detail how construction traffic is managed and access controls are implemented to avoid or minimise impacts on general traffic and the amenity of the surrounding environment. The Plan shall build on the Construction Traffic Management Plan Framework provided in the EA and be prepared in consultation with the RTA, STA, relevant Councils and include but not be limited to:
- i) details of construction vehicle movements and routes and parking for each stage of works,, including access arrangements for construction sites and site compounds;
 - ii) impacts on existing traffic adjacent to the project corridor and the timing of the impacts (including on general vehicles, parking, pedestrians and cyclists);
 - iii) details of traffic control measures, changes to traffic configurations and facilities to minimise traffic and parking impacts and the maintenance of property access;
 - iv) impacts on bus stops / zones and the provision of safe and convenient access to all bus stops;
 - v) identification of impacts to pedestrian and cycle access, including measures to ensure safe pedestrian and cycle routes and access at all times;
 - vi) a response plan which sets out the proposed response to any traffic, construction or other incident; and
 - vii) appropriate monitoring, review and amendment mechanisms.
- (d) a **Construction Flora and Fauna Management Plan** to minimise impacts to flora and fauna in and adjoining the corridor and site. The Plan shall be prepared in consultation with the DECCW, relevant Councils, and community groups including the GreenWay Steering Committee and the IWEG, and shall include but not be limited to:
- i) the identification of areas to be cleared and details of measures to avoid any residual habitat loss (such as fencing, clearing procedures, and construction worker education) and to minimise or eliminate time lags between the removal and subsequent replacement of habitat;
 - ii) a relocation program, with details of procedures for relocating any threatened fauna that are found in the rail corridor during pre-clearing / pre-works inspections, in accordance with the DECCW *Policy for the Translocation of Threatened Fauna in NSW* (October 2001);
 - iii) details of seed collection for revegetation purposes;
 - iv) weed management measures focusing on early identification of invasive weeds and determining effectiveness of management controls; and
 - v) appropriate monitoring, review and amendment mechanisms.
- (e) a **Construction Heritage Management Plan** for the management of heritage items and archaeology. The Plan shall be prepared in consultation with the Department (Heritage Branch) and shall include but not be limited to:
- i) the identification of all known heritage items within the vicinity of the project;
 - ii) the recommendations arising from the cultural heritage assessment reports and the requirements of this approval (including conditions B12 to B15);
 - iii) management measures to ensure minimal construction impact and to outline practical methods that reduce, minimise and avoid impacts to heritage items and an auditing program to ensure that there is no impact on heritage items additional to that already permitted;
 - iv) a site induction program for construction workers on Aboriginal and non-Aboriginal heritage;
 - v) the identification of a suitably qualified heritage consultant to oversee the design of the works, induction program and the management and protection of heritage items;
 - vi) procedures to be implemented if previously unidentified Aboriginal objects and / or non-Aboriginal heritage items are discovered during construction; and
 - vii) appropriate monitoring, review and amendment mechanisms.

- (f) an **Earthworks and Water Quality Management Plan** to detail how excavated and imported materials will be managed to protect environmental amenity and watercourses, including groundwater, 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;
 - 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;
 - iv) a contingency plan to be implemented in the case of unanticipated discovery of contaminated material during construction;
 - v) an Acid Sulfate Soils Management Plan prepared with regard to the Acid Sulfate Soils Manual (Acid Sulfate Soil Management Advisory Committee, 1998) or update, including a contingency plan to deal with the unexpected discovery of actual or potential acid sulfate soils and water quality monitoring procedures;
 - vi) the results of hazardous materials surveys, and if required an Asbestos Management Plan; and
 - vii) air quality management measures, including identification of sources, mitigation and management measures, and monitoring procedures.
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PART D – OPERATIONS

NOISE AND VIBRATION

Operational noise and vibration criteria

- D1. Stationary facilities including the Pyrmont Train Stabling Facility, light rail stops and electrical substations shall be designed and operated, where feasible and reasonable, to meet project specific noise levels derived from the Industrial Noise Policy and vibration levels presented in the *Assessing Vibration: a technical guideline*.

Note: this condition does not extend to noise from patrons, and the operation of light rail vehicles on track.

- D2. Light rail vehicle operations, where feasible and reasonable, shall be designed and operated to meet the air borne and ground borne noise criteria at receiver locations included in Table 1.

Table 1: Air borne and ground-borne noise criteria

Receiver location	Time	Airborne noise²	Ground borne noise³
Noise sensitive receiver locations ⁴	7am to 7pm	L _{Amax} 82dB(A) and L _{Aeq(7am to 7pm)} 60dB(A)	L _{Amax(slow)} 40dB(A)
Noise sensitive receiver locations ⁴	7pm to 11pm	L _{Amax} 82dB(A) and L _{Aeq(7pm to 11pm)} 55dB(A)	L _{Amax(slow)} 40dB(A)
Noise sensitive receiver locations ⁴	11pm to 7am	L _{Amax} 82dB(A) and L _{Aeq(7pm to 11pm)} 50dB(A)	L _{Amax(slow)} 35dB(A)
Commercial	When occupied	L _{Amax} 82dB(A) and L _{Aeq(7am to 7pm)} 60dB(A)	L _{Amax(slow)} 50dB(A)

1 – L_{Amax} refers to the maximum noise level not to be exceeded for 95% of rail pass-by events over any 24 hour period.

2 – Airborne noise levels are to be assessed at 1 metre from the façade of sensitive receiver locations.

3 – Ground borne noise levels are to be assessed close to the centre of the most affected habitable room at receiver locations. Ground borne noise criteria only apply at locations where the ground borne noise is higher than the airborne noise.

4 – Noise sensitive receiver locations include residences, schools (and other educational institutions), hospitals, places of worship, and passive recreational areas. However, where schools, hospitals and places of worship are passively ventilated (openable windows) in the façade being impacted by noise, the external airborne noise criteria shall be adjusted by minus 10dB.

- D3. Light rail vehicle operations, where reasonable and feasible, shall be designed and operated to satisfy the vibration criteria at receiver locations included in Table 2.

Table 2: Vibration Criteria

Receiver location	Time	Vibration Velocity¹ (L_{max} dB re: 10⁻⁶mm/s)	Vibration dose² (m/s^{1.75})
Residences	7am to 7pm	103	0.20
Residences	7pm to 11pm	103	0.20
Residences	11pm to 7am	103	0.13
Commercial ³	When in use	112	0.40

1 – Vibration velocity criterion apply at exposed facades of sensitive receiver locations. L_{max} refers to the maximum noise level not to be exceeded for 95% of rail pass-by events over any 24 hour period.

2 – Vibration dose criterion apply inside sensitive receiver locations at the point of concern. Nominally this would be at the centre of the most affected habitable room.

3 – Commercial receiver locations include offices, schools, educational institutions and places of worship.

4 – Where there is any inconsistency between vibration velocity and vibration dose criterion, the more stringent provision shall apply.

Operational Noise and Vibration Review

D4. The Proponent shall, within six months of commencing construction, unless otherwise agreed by the Director-General, prepare and submit an **Operational Noise and Vibration Review** based on detailed design. The Review shall be prepared in consultation with the DECCW and shall:

- (a) identify the project specific noise and vibration criteria applicable to each facility;
- (b) predict the operational noise and vibration levels at affected receivers;
- (c) identify the proposed mitigation measures to be used to meet the applicable noise and vibration criteria;
- (d) ensure uncertainties in the design process (eg engineering performance tolerances, modelling assumptions, transmission path assumptions etc) are identified and conservatively quantified; and
- (e) include a consultation strategy with directly affected receivers on mitigation measures.

Where the noise and vibration criteria cannot be achieved, the assessment shall present an analysis of feasible and reasonable noise and vibration mitigation measures, and the 'best practice' achievable noise and vibration outcome for each facility.

The Review is to be independently verified by a noise and vibration expert. The scope of the verification exercise undertaken by the noise and vibration expert is to be developed by the Proponent in consultation with DECCW. The Proponent shall implement the Review prior to operation and make it publicly available.

Operational Noise and Vibration Compliance Assessment

D5. The Proponent shall undertake a noise and vibration compliance assessment to confirm the predictions of the noise assessment referred to in the Operational Noise and Vibration Review required by condition D4. This shall be developed in consultation with DECCW and be undertaken within three months of the commencement of operation of the project, or as otherwise agreed by the Director-General. The assessment shall include, but not necessarily be limited to:

- (a) noise and vibration compliance assessment, to assess compliance with conditions D1 to D3 of this approval;
- (b) methodology for the assessment; and
- (c) details of any complaints received relating to operational noise and vibration impacts.

A **Noise and Vibration Compliance Assessment Report** providing the results of the assessment shall be submitted to the Director-General and the DECCW within 28 days of its completion. If the assessment indicates an exceedance of the noise and vibration criteria identified in the Operational Noise and Vibration Review, the Proponent shall implement further reasonable and feasible measures (where required) to mitigate these exceedances in consultation with affected property owners.

OPERATIONAL ENVIRONMENTAL MANAGEMENT SYSTEM

D6. Prior to the commencement of operation, the Proponent shall incorporate the project into existing environmental management systems applying to the light rail network and which have been prepared in accordance with the AS/NZS ISO 14000 Environmental Management System series.

OPERATIONAL PERFORMANCE

Maintenance

D7. The ongoing maintenance and operation costs of urban design and landscaping items and works implemented as part of this Approval shall remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Prior to the transfer of assets, the Proponent will maintain items and works to the design standards established in the Urban Design and Station Access Plan, including the engagement of a landscape specialist and the removal of graffiti within performance standards specified in the Urban Design and Station Access Plan.

Operational Performance Audit

D8. Within twelve months of the completion of construction of the project, the Proponent shall commission an independent, qualified person or team to undertake an Operational Performance Audit of the project. An **Operational Performance Audit Report** shall be submitted to the Director-General within one month of the completion of the Audit, unless otherwise agreed by the Director-General. The Audit shall:

- (a) assess compliance with the requirements of this approval, and other licences and approvals that apply to the project;
- (b) assess the operational performance of the project against the aims and objectives for the project specified in the documents referred to under condition A1 of this approval;
- (c) assess the environmental performance of the project against the predictions made and conclusions drawn in the documents referred to under condition A1 of this approval; and
- (d) review the effectiveness of the environmental management of the project, including any environmental impact mitigation works.