

# 6 Month Compliance Report - Report 3

## **Epping to Thornleigh Third Track Alliance**






# 6 Month Compliance Report - Report 3

## Document Control

Title 6 Month Compliance Report – Report 3 (25 October – 25 April 2015)

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## Details of Revisions

Rev	Date	Description
1	25/06/15	Initial draft for TfNSW review
2	07/07/15	Review after ER and TfNSW comments

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# 1 Project Description

## 1.1. Background for Northern Sydney Freight Corridor

The Northern Sydney Freight Corridor (NSFC) is a major infrastructure construction program to upgrade the 155 kilometre Main North Line between Sydney and Newcastle, which is a shared passenger and freight line. The key objectives of the NSFC Program are:

- Improve freight train access through northern Sydney to the metropolitan freight network, to Port Botany and to intermodal (container) terminals
- Reduce the most significant bottleneck on the east coast interstate rail network
- Reduce freight transport operation costs
- Improve the reliability of freight services on the Main North Line and ease peak hour restrictions on freight services.

## 1.2. Description of Epping to Thornleigh Third Track Project

The Epping to Thornleigh Third Track (ETTT) project is a key component of the NSFC program of works.

The primary operational objectives of the ETTT project are to provide additional northbound paths for freight trains (particularly between 4am and 10pm), reduce waiting times for freight trains and increase the reliability of both freight and passenger services.

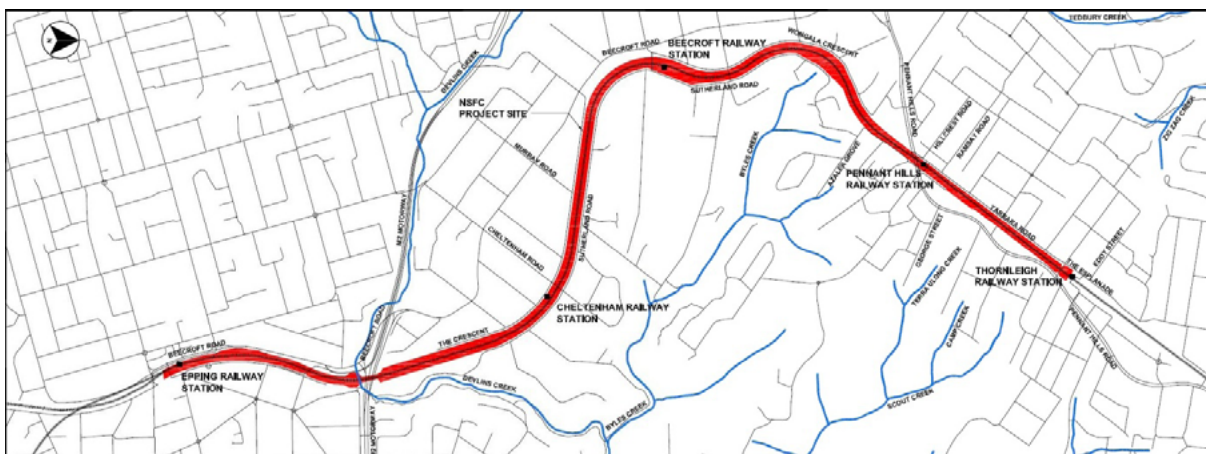
Construction by an Alliance commenced from 25 October 2013 and is due for completion by mid-2016.

The ETTT Project includes the detailed design, construction, commissioning and handover of:

- Rail works of approximately 6km of new track and three turnouts
- Bridge works over Devlins Creek, the M2 Motorway and viaducts between Epping and Cheltenham
- Station works at Cheltenham Station, Pennant Hills Station and Beecroft Station
- Civil works such as sandstone cuttings, embankment formation widening, retaining walls and utility relocation and protection
- Rail systems works including high and low voltage power supplies, signalling, communications and control systems, overhead wiring and traction power modifications.

The **Figure 1** overleaf shows the corridor boundary for the ETTT Project.

**Figure 1: Project Location**



### 1.3. Project Approval

The ETTT Project was granted Planning Approval from the Minister of Planning and Environment (DP&E) on 17 July 2013 and approval of the Construction Environmental Management Plan (CEMP) (Construction Approval) on 25 October 2013.

An Environmental Protection Licence (EPL) was issued to the Alliance (Leighton Contractors as licensee) on 16 August 2013.

## 2 Definitions

Table 1: Abbreviations

Acronym	Definition
ALT	Alliance Leadership Team
CEMP	Construction Environmental Management Plan
CNS	Construction Noise Strategy
CoA	Conditions of Approval
DP&E	Department of Planning and Environment
DPI	Department of Primary Industries (Office of Water)
EC	Environmental Coordinator
ECM	Environmental Controls Map
EDCM	Environmental Design Constraints Map
EIS	Environmental Impact Statement
EMS	Environmental Management System
EPA	Environment Protection Authority
EPL	Environmental Protection Licence
ER	Environmental Representative
ERSED	Erosion and Sediment Control
ETTT	Epping to Thornleigh Third Track
IMS	Incident Management System (TfNSW)
ITP	Inspection and Test Plan
KRA	Key Result Area
LIMS	Leighton Integrated Management System
NCA	Noise Catchment Areas
NOP	Non Owner Participants
NSFC	Northern Sydney Freight Corridor
PECOMS	Planning and Environment Compliance Management System
POEO	Protection of the Environment Operations Act 1997
PIRMP	Pollution Incident Response Management Plan
REMM	Revised Environmental Mitigation Measures
SEPP	State Environmental Planning Policy
TSW	Task Work Sheet
TfNSW	Transport for NSW
TSR	Standard Requirements
WMP	Work Method Plans
WRAPP	Waste Reduction and Purchasing Policy

### 3 Compliance Report Purpose and Scope

The purpose of this Compliance Report is to satisfy the requirements of Condition of Approval (CoA) D5 b & c) which requires the periodic review and reporting of the compliance status of the SSI against the conditions of approval. The provisions for the review and reporting were set out in the ETTT Compliance Tracking Program (CTP) and approved by the Department of Planning and Environment (formally Department of Planning and Infrastructure) on 14 October 2013.

Relevant extracts from the CTP are presented below:

#### 6 .Compliance Status Periodic Review

*Condition D5(b) call for: "provisions for periodic review of the compliance status of the SSI against the requirements of this approval." ETTT will review the compliance status of the Project approval prior to the start of construction and subsequently every six (6) months during the construction phase and for a minimum of twelve (12) months of operation of the Project. This will involve an evaluation of compliance against the CoA, Revised Environmental Mitigation Measures (REMMs) and any other licences, permits or approvals required to be obtained to undertake the construction of the Project.*

*The attached compliance tracking tables/obligations register forms an integral part of this periodic review. These tables establish a format for recording compliance and include:*

- *Description of the environmental obligation*
- *Timing (project stage)*
- *Responsibility*
- *Compliance status (with reference to evidence as appropriate)*
- *Evidence of compliance*

#### 7. Reporting Compliance to the Director-General

*Condition D5(c) calls for: "provisions for periodic reporting of compliance status to the Director-General, including a Pre-Construction Compliance Report, during construction reporting, and a Pre-Construction Compliance Report"*

*ETTT will provide a pre-construction report and six monthly reports of compliance during construction and for a minimum of twelve (12) months of the operation to the DG. ETTT will ensure that compliance tracking reports include the following information:*

- *Scope of the activities undertaken during the period;*
- *Compliance with CoA, REMMS and other licenses and approvals as recorded in the Compliance Tracking Tables; and*
- *Non-compliances during the reporting period.*

*ETTT will provide the 6 monthly construction compliance reports within one month of each periodic review being completed.*

Given the above commitments from the CTP, this report forms the second review from the construction phase of the Project covering the period 26 October 2014 to 25 April 2015. **Table 2** below details where the report the commitments from the CTP and CEMP are responded to.

Table 2: Report Commitment Crosscheck.

Review and Reporting Requirement	Section of Compliance Report
<b>Compliance Tracking Program (CTP)</b>	
Scope of the activities undertaken during the period	Section 4
Evaluation of compliance against:	
Conditions of Approval	Section 9.2 & Appendix A
Revised Environmental Mitigation Measures (REMMs)	Section 9.3 & Appendix B
Environmental Protection Licence (EPL)	Section 9.4 & Appendix C
Road Occupancy Licences (ROL)	Section 8
<b>CoA D3</b>	
Complaints Register	Section 5 & Provided on weekly basis to DP&E
<b>Construction Environmental Management Plan - Table 14</b>	
Summary of incidents	Section 7
<b>Construction Environmental Management Plan - Water Quality Monitoring Program</b>	
Summary of water quality monitoring results	Section 6



## 4 Construction Activities and Programme

The standard construction phases for the ETTT Project include:

1. **Site establishment** - This phase involves clearing of all vegetation types from within the approved clearing limits.
2. **Services relocation** - This phase involves the relocation of Sydney Trains and third party utilities to facilitate the earthworks and other activities need to construction the project.
3. **Earthworks** - This phase involves the excavation and placement of earth and rock to form the foundation unto which the track is laid.
4. **Structures** - This phase involves the modification of existing or the construction of new structures such as bridges to enable the third track to be built.
5. **Station adjustments** - This phase involves the modification of existing stations to enable the third track to be built.
6. **Track work** - This phase involves the modification of existing and the installation of new track to incorporate the new works into the Sydney Trains Network
7. **Signalling and communications** – This phase involves the modification of existing or installation of new signalling or communications equipment to incorporate the new works into the Sydney Trains Network.
8. **Overhead wire installation/adjustment** – This phase involves the modification of existing or installation of overhead wire to incorporate the new works into the Sydney Trains Network.
9. **Commissioning** – This phase involves the detailed testing of the new track and equipment to ensure that is performs as intended and that it incorporates well into the Sydney Trains Network,

Further details on the construction activities are provided in Section 5.7 of the EIS.

An outline of the construction phases and associated activities completed during the reporting period is provided in **Table 3** below.

**Table 3: Construction Elements**

Construction Phase	Activities	Indicative % Completion
Pre-Construction activities	Activities that satisfy the non-construction definition of Schedule A	100%
Site Establishment	Clearing of vegetation	80%
Relocation of Services	Services location, identification and consultation with service provider; Relocation works.	95%
Earthworks	Cut to fill operations Sandstone batter excavation Spoil transport and processing Fill embankments Batter treatments Drainage Stabilisation and rehabilitation	97%

Construction Phase	Activities	Indicative % Completion
Structures	Piling	65%
	Bridge over M2	
	Structures and bridge adjustments	
Station Adjustments	Works at Stations	55%
	Car park adjustments	
Track Work	Installation of track	5%
Signalling and Communications	Installation of signalling and communications	15%
Overhead Wire	Installation of wire	0%
	Adjustment of wire	80%
Commissioning	Testing and Commissioning	1%

## 5 Project Complaints

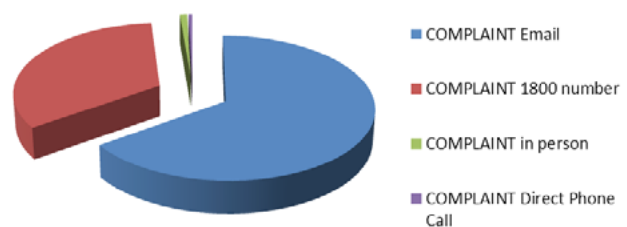
The ETTT Project is implementing a Stakeholder and Community Involvement Plan (SCIP) as required by the project's Conditions of Approval which was approved by the Director-General on 14 October 2013 and includes:

- Stakeholder and issues identification and analysis
- Enquiry and complaints management procedures
- Details of how project information will be distributed
- Community feedback opportunities and mechanisms.

### Complaints received

A total of 224 complaints were received during the reporting period of 26 October 2014 to 25 April 2015. This time around most of the complaints (65%) were received via the 1800 complaints line. Breakdown of how the complaints were received is shown in the table and pie chart below.

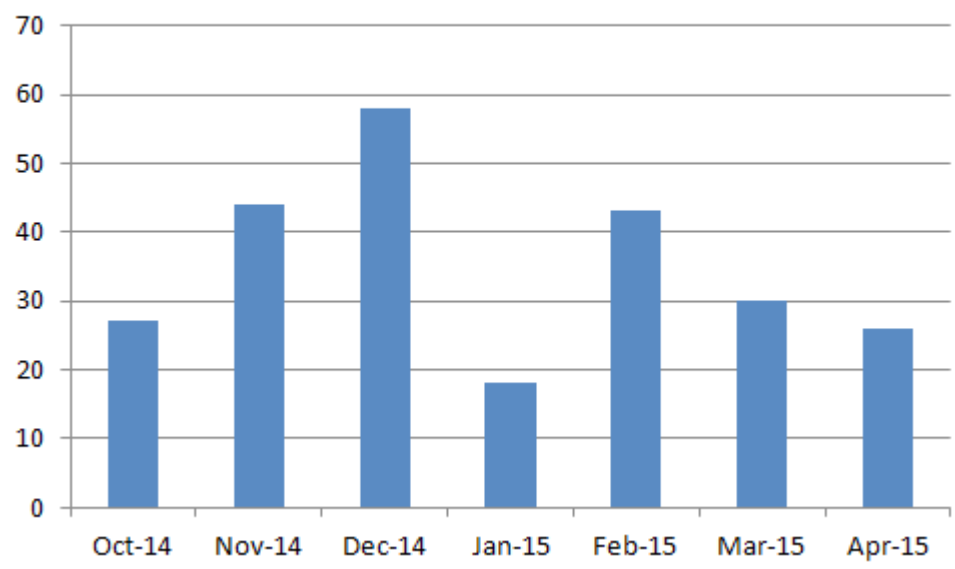
Complaint type	Total
COMPLAINT Email	146
COMPLAINT 1800 number	75
COMPLAINT in person	2
COMPLAINT Direct Phone Call	1
Total Complaints	224



104 of the 224 complaints (46.4% of all complaints) received by the project during the reporting period were made by the most prominent members of a local community group which has been actively lobbying against the project.

66 of the 224 complaints were made by 1 member of that community group alone, which makes up 29.46% of all complaints received. The complaints have been spread across the reporting period as detailed in the monthly breakdown below. The month with most complaints registered during this reporting period is December 2014 as the team completed a 5 day rail possession.

### Complaints

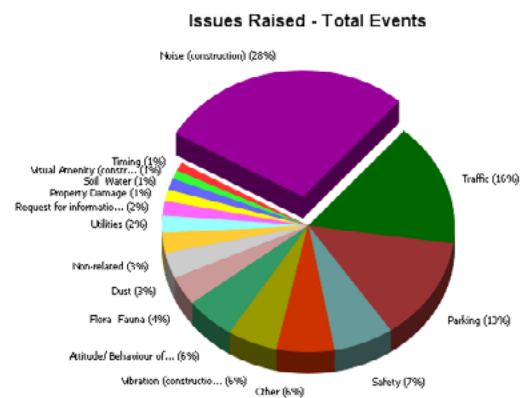


The top 5 issues raised in the complaints include:

- **Noise from construction works** - during normal working hours but also during rail shutdown periods and some night time activities (76 complaints mentioned noise from construction)
- **Traffic impacts from construction vehicles** (43 complaints mentioned traffic impacts from construction vehicles)
- **Parking impacts from construction vehicles** (36 complaints mentioned parking impacts from construction vehicles)
- **Safety** – mainly associated with traffic and parking complaints above as the three issues are often reported together (18 complaints mentioned safety)
- **Vibration** – mainly associated with rock breaking and vibratory rolling (15 complaints mentioned vibration)

The full break down of all complaints received during the reporting period is shown below:

Issues raised in the complaints (please note 1 complaint may raise several issues)	Total
Noise (construction)	76
Traffic	43
Parking	36
Safety	18
Vibration (construction)	15
Attitude/ Behaviour of Workers	15
Flora Fauna	10
Dust	9
Non-related	7
Utilities	6
Request for information	5
Soil Water	4
Property Damage	4
Timing	3
Visual Amenity (construction)	3
Noise (operation)	3
Graffiti	3
Construction Hours	3
Inadequate consultation	2
Noise (mitigation)	1
Air Quality	1
Flora and Fauna compensation	1
Notification	1
Functional Design	1
Pedestrian Access	1



All complaints from the reporting period have been closed out.

## 6 Monitoring

Section 8 of the Water Quality Monitoring Program (WQMP) states that a summary of the water quality monitoring results will be reported to the DP&E and Department of Primary Industries (DPI) with the 6 monthly compliance reports.

Key aspects of the monitoring include:

- Monitoring would be undertaken at the four locations identified in **Figure 2** of the WQMP in accordance with AS/NZS 5667.6.
- Prior to commencement of construction, monitoring was undertaken for wet and dry events at both identified locations, for upstream and downstream readings.
- Water quality monitoring was undertaken each month during construction and the data reviewed to determine trends and to identify if any remedial measures are required.
- In the event that adverse impacts to water quality are identified as a result of ETTT activities then the ETTT Alliance will take advice from the Soil Conservationist and/or appropriately qualified technical specialist on how to ameliorate the detected impact.
- If affected by the ETTT project, water monitoring will continue at the identified locations for a period of twelve (12) months following completion of construction or until affected waterways are certified by an independent expert as being rehabilitated to an acceptable condition (i.e. pre construction)

The four locations detailed above and within the WQMP relate to upstream and downstream monitoring at the following waterways.

- Devlins Creek – Highly disturbed ephemeral creek line; and
- Byles Creek – Slightly to moderately disturbed ephemeral creek line.

In addition to these sites a fifth site was identified (Epping Canal) and has been sampled in line with the sampling that was completed on Devlins Creek. The Epping Canal site was selected as it is a significant feeder stream into Devlins Creek below the “up stream” Devlins Creek sampling location but above the ETTT works area. It is crucial that this additional monitoring location is taken into account due to the significantly variable water quality originating from this drainage line (especially during low flow conditions) that can impact upon the Devlins Creek “downstream” monitoring results.



Figure 2 below presents the location of the monitoring points in the Devlins Creek work area.



Please note that the Bus Ramp is no longer in existence and was removed as part of the M2 Upgrade Project

Figure 2 - Devlins Creek / Epping Canal Sampling Locations

The water quality monitoring was conducted on a monthly basis and the results from Devlins Creek and Epping Canal are presented in **Table 4** below

**Table 4: Water Quality Data from Devlins Creek and Epping Canal.**

Date	Time	Rainfall < 24hrs	Rainfall < 5 days	Temp Epping	Water Quality Monitoring - Devlins Creek (Up & Down) / Epping Canal																		Notes -Devlins Creek	Notes -Epping Canal
					pH			Turbidity (NTU)			Conductivity			Salinity			DO							
					Up	Down	Epping	Up	Down	Epping	Up	Down	Epping	Up	Down	Epping	Up	Down	Epping	Up	Down			
28/10/2014	9:55	0	0	21.31	20.89	20.98	7.95	7.85	7.72	17.1	9.5	6.1	1.8	0.68	0.776	0.9	0.3	0.4	14.64	15.3	14.15	Fine Clear Weather. Monthly Monitoring	Fine Clear Weather. Monthly Monitoring	
28/11/2015	10:05	0	0	15.5	14.7	15.7	7.8	7.9	7.6	16	8.5	7.2	0.725	0.684	0.631	0.2	0.2	0.3	13.25	14.24	14.73	Monthly Monitoring	Cloudy, Monthly Monitoring	
23/12/2015	8:00	0	0	19.5	19.7	18.4	8.26	7.32	7.06	348	35	125	0.845	0.765	0.786	0.3	0.3	0.3	11.43	10.56	11.25	Monthly Monitoring	White and cloudy	
29/01/2015	10:33	0	114	20.67	20.63	19.98	8.45	8.45	8.12	21.2	19.6	9.5	0.648	0.649	0.625	0.5	0.5	0.4	7.01	7.88	7.67	Monthlry Post Heavy Rain	Monthlry Post Heavy Rain	
24/02/2015	8:30	0	0	23.6	23.8	23.4	7.5	7.9	7.7	6.7	14.4	8.5	0.675	0.485	0.562	0.3	0.3	0.3	14.45	13.37	12.67	Fine Clear Weather. Monthly Monitoring	Fine Clear Weather. Monthly Monitoring	
27/03/2015	10:00	0	0	22.5	22.7	21.8	7.83	7.64	7.75	87.7	20.2	30.4	0.266	0.246	0.302	0.3	0.3	0.3	16.81	15.45	12.31	Fine Clear Weather. Monthly Monitoring	Brown and Cloudy	
24/04/2015	15:45	0	0	17.5	17.6	17.5	7.41	7.52	7.47	47	15.5	26.7	0.258	0.276	0.244	0.2	0.2	0.2	10.25	10.76	10.32	Fine Clear Weather. Monthly Monitoring	Fine Clear Weather. Monthly Monitoring	

During the reporting period Byles creek was not flowing during any monitoring attempt and as such no monitoring could be undertaken at this location.

## 7 Summary of Incidents

During the reporting period five incidents occurred. **Table 5** below details a summary of the incidents, along with the corrective and preventative actions applied by the Alliance.

Table 5: Summary of Incidents.

Date	Incident Summary	Corrective Action	Preventative Action
10 December 2014	Oil Spill - Hydraulic hose rupture on a Piling Rig being used near gate N1. Approximately 10-20L of material spilled to compacted DBG ground. .  TfNSW notified of incident.	Contractor immediately stopped work. Spill was contained and spill kit applied.	Spill kit materials were replenished.  Discussion held with contractor regarding prestarts and the potential for hydraulic hose rupture.
30 December 2014	Oil spill - A hydraulic hose ruptured on a 13T excavator working between Pennant Hills and Thornleigh stations. Approximately 2L of material was spilled onto ballast.  TfNSW notified of incident.	Excavator stopped work and the spill kit was applied to the affected area.  The top layer of ballast was removed and replaced.	Spill kit materials were replenished.  Excavator was repaired.
22 January 2015	Oil Spill - The hydraulic hose of an EWP ruptured while in operation near Cheltenham Station.  TfNSW notified of incident.	EWP suspended from service  Spill was contained and spill kit applied	Spill kit materials were replenished.  EWP was repaired.



Date	Incident Summary	Corrective Action	Preventative Action
22 January 2015	Oil Spill – The hydraulic hose of on a Piling Rig ruptured while in operation between Pennant Hills and Thornleigh stations.  TfNSW notified of incident.	Vacuum truck used to remove all slurry and hydraulic oil from within the pile.	Piling Rig repaired.
4 March 2015	Oil Spill – The hydraulic hose of an 30T Roller ruptured while in operation near retaining wall 3. Approximately 5L spilled to ground.  TfNSW notified of incident.	Work was stopped, spill was contained and spill kit was applied to the spill area.	Spill kit materials were replenished.  Roller was repaired.

## 8 Road Occupancy Licences (ROLs)

In order to safely construct the project, the Alliance has needed to put in place Road Occupancy Licences (ROLs) as approved by the Traffic Management Centre (TMC). During the reporting period there were no non compliances with the ROL put in place during that time.

## 9 Compliance Tracking

### 9.1. Environmental Inspections and Audits

The Environment Representative (ER) completes weekly and possession weekend inspections of the site identifying environmental actions and to confirm compliance. To date 100% of the actions identified by the ER have been closed out within the designated timeframe.

Three environmental audits have been conducted to date. No audits were completed within the reporting period.

### 9.2. Compliance with the Conditions of Approval (CoA)

The majority of works for the ETTT project were carried out in accordance with the Condition of Approval (CoA). During the reporting period a number of non-compliances were noted and are presented below in **Table 6**:

It is noted that a single occurrence can result in non-compliances across CoA, REMMs and EPL.

Table 6: Summary of Non Compliance.

Non Compliance Summary	Corrective Action	Preventative Action
<b>E34a – Installation of gate Minor Ancillary Facilities</b>  During an Environmental Representative inspection on the 27 <sup>th</sup> of December it was identified that an alternative access route was in operation into the stockpiling area of Talavera Compound. The alternate access was not approved under the CCAFMP and Talavera Road ECM. The alternate access was in operation for the 26 - 31 December 2014 Rail shutdown possession.  <b>Non Compliance closed.</b>	It was confirmed that permission had been obtained from Zinfra for temporary access through their property and installation of a temporary gate in the shared boundary fence.  .	Temporary opening in boundary fence line was closed in fencing is reinstated.  Ballast was used to stabilise the ground of the crossover point at the former gate.  Operations Manager advised not to use the alternative access way.  Re-brief Construction team on access arrangements and CCFAMP for any proposed future changes.  Talavera Road Compound – Stockpiling site <ul style="list-style-type: none"><li>• For any future use of the alternative access way, Zinfra to provide written consent, authorising the Alliance to access the compound via their property.</li><li>• The alternative access way will not be used unless the CCAFMP and Talavera Road ECM is updated and endorsed by the ER.</li></ul>

Non Compliance Summary	Corrective Action	Preventative Action
<p><b>E18d – Construction Traffic Management Plan.</b></p> <p>On 2 March during delivery of 200t ballast to gate E5 for temporary backfilling of cess drain excavation it was identified that delivery trucks were turning right out of The Crescent into Beecroft Road. This is a non compliance against the project VMP.</p> <p>The non-compliance was identified by a member of the public and reported to the Project.</p> <p><b>Non Compliance closed.</b></p>	<p>The Construction Manager has spoken to the Ballast Supplier (Sydney Trains – Bombo Quarry) to advise them of the breach of the VMP, and that for future ballast deliveries to ETTT to adhere to the VMP including keeping to road speed limits. In the course of the investigation, the Construction Manager has found that the VMP was not adequately communicated to Sydney Trains – Bombo Quarry and their trucking subcontractor. The Construction Manager has also asked the Principal's Representative to contact Sydney Trains – Bombo Quarry to reinforce the sensitive nature of the community in Cheltenham area of the project and the importance of adhering to the VMP.</p> <p>This supplier is not due to return to site for about 1 month. Prior to hauling the next round of ballast to site, an ETTT representative will attend their site and toolbox the delivery drivers.</p>	<p>Posted ETTT vehicle signage in the Cheltenham area of the project.</p> <p>A representative from ETTT will attend their site and toolbox their drivers in relation to adherence to the VMP and in particular compliance with ETTT commitments and the sensitive nature of the community in this area of the project</p>

Non Compliance Summary	Corrective Action	Preventative Action
<p><b>E34d - Construction Soil and Water Management Plan - Breach of permit to pump procedure.</b></p> <p>On Wednesday 9 April 2015, it was noted during the routine ER inspection of the site at Cheltenham Drainage works that there was no 'permit to pump' in place for pumping of water around the excavation. (Clean water diversion)</p> <p>The contractor advised that he didn't think that clean water diversion around worksite would require a permit like dewatering from a pit or an excavation. The pumped water was clean water diversion from existing stormwater pipe and no environmental harm has occurred.</p> <p><b>Non Compliance closed.</b></p>	<p>Pumping of water has been stopped immediately. General foreman and engineer were called to site and advised this non-compliance from sub-contractor.</p>	<p>The General Foreman acknowledged that the contractor's actions were a non-compliance of the CEMP Permit to Pump Procedure. ETTT environmental processes are in place to protect the Alliance from potential harm to the environment. The engineer and the sub-contractor both agreed that in the future that they would call the environmental team for a testing and a permit next time they need to move water.</p> <p>A 'permit to pump' refresher toolbox will be carried out to the wider team in the next 2 weeks.</p>

Non Compliance Summary	Corrective Action	Preventative Action
<p><b>E34 f) - Non compliance with ETTT Vegetation Clearing Process 25 September 2014.</b></p> <p>On the 3rd of April excavation for the retaining wall construction near the Beecroft substation (RW17) has caused damage to a number of tree roots. The tree roots are within the project impact area, with two of trees containing part of the trunk within the project area, two others have the main bodies of the trees outside the project footprint. There was a miscommunication between the Area Foreman, Engineer and the environmental team where advice from the environment team on completing slit trenching in the area with a vacuum truck – with Arborist attendance – for tree root assessment, prior to the main excavation was not undertaken. Consequently it was not realised until after the tree roots had been cut by the excavator that the roots were critical to the trees' health.</p> <p>After the roots were cut an arborist carried out an inspection and provided a report advising that roots within three trees' structural root zone had been damaged and therefore the trees would require removal. Subsequent discussions with the arborist suggested that retention might be possible following pruning and root treatment, however this still under investigation and may not ultimately be achievable.</p>	<p>Stop work has been called to the area and Area Foreman was notified of the non-compliance with Working Around Trees Guideline.</p> <p>Arborist issued assessment and report. Further discussion and additional site visit carried out by the arborist. Investigation as to alternative options to retain trees – pruning, root treatment etc.</p> <p>Prior to the incident, discussions were held with the design team to determine whether any options to avoid excavation so close to the trees were possible. Advice received was that the retaining wall is required for truck parking for corridor maintenance vehicles, due to the new track preventing access in both directions for maintenance vehicles (walking access only will be provided along the new track).</p>	<p>Area Managers mentioned this NCR at side wide morning call to all Area Foreman.</p> <p>Foreman to complete pre starts on vegetation damage within work site.</p> <p>Project-wide toolbox talks on 7/5/15 will include a brief overview of the Working Around Trees Guideline.</p> <p>Training to be undertaken with Engineers in this area on the Working Around Trees Guideline</p>

### 9.3. Compliance with Revised Environmental Management Measures (REMMS)

The majority of works for the ETTT project were carried out in accordance with the Revised Environmental Management Measures (REMMs). During the reporting period a number of non-compliances were noted and are presented below in Table 7.

Table 7: Summary of Non Compliance

Non Compliance Summary	Corrective Action	Preventative Action
<b>O.3</b> - Non compliance with adherence to nominated haulage routes;  On 2 March during delivery of 200t ballast to gate E5 for temporary backfilling of cess drain excavation it was identified that delivery trucks were turning right out of The Crescent into Beecroft road. This is a non compliance against the project VMP.  The non-compliance was identified by a member of the public and reported to the Project.  <b>Non Compliance closed.</b>	See Table 9 above	

### 9.4. Compliance with the Project Environmental Protection Licence (EPL)

The majority of works for the ETTT project were carried out in accordance with the Project Environmental Protection Licence (EPL) - #20287. During the reporting period no non-compliances were noted.

Non-compliances against conditions of the EPL are also reported in the Annual Return.

# Appendix A

## Compliance Tracking – Conditions of Approval (CoA)

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence		
SCHEDULE B – ADMINISTRATIVE CONDITIONS									
TERMS OF APPROVAL		B1.		The Proponent shall carry out the SSI generally in accordance with the:	Pre-Construction Construction Operation	Compliant and Noted	The Alliance’s EMS and CEMP will assist in ensuring that the works are undertaken in general accordance with the requirements of the Approval.		
		(a)		SSI Application SSI-5132;					
		(b)		Epping to Thornleigh Third Track: Environmental Impact Statement, dated 13 September 2012;					
		(c)		Epping to Thornleigh Third Track Submissions Report, dated 13 March 2013; and					
		(d)		conditions of this approval.					
		B2.		In the event of an inconsistency between:	Pre-Construction Construction Operation	Compliant and Noted	In the event of an inconsistency the most recent document will prevail and be referred to.		
		(a)		the conditions of this approval and any document listed from condition B1(a) to B1(c) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and					
		(b)		any document listed from condition B1(a) to B1(c) inclusive, the most recent document shall prevail to the extent of the inconsistency.					
		B3.		The Proponent shall comply with any reasonable requirement(s) of the Director General arising from the Department’s assessment of:				Compliant and Noted	Reasonable requirements from the Director General will be managed and addressed as required.
		(a)		any reports, plans or correspondence that are prepared and/ or submitted in accordance with this approval; and					
(b)		the implementation of any actions or measures contained within these reports, plans or correspondence.							
		B4.		Subject to confidentiality, the Proponent shall make all documents required under this approval available for public inspection on request.	Pre-Construction Construction Operation	Compliant and Noted	Subject to confidentiality, documents required under this approval will be made available for public inspection on request. Key environmental documents are available on the project web site.		
LIMITS OF APPROVAL		B5.		This approval shall lapse 10 years after the date on which it is granted, unless the works the subject of this SSI approval are physically commenced on or before that date.	Pre-Construction Construction Operation	Compliant and Noted	ETTT Alliance comply with this condition with early works commenced on 18 July 2013 and full construction commenced 25 October 2013.		



CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	STATUTORY REQUIREMENTS	B6.		The Proponent shall ensure that the SSI complies with all relevant legislation and that all licences, permits and approvals are obtained as required by law and maintained as required throughout the life of the SSI. No condition of this approval removes the obligation for the Proponent to obtain, renew or comply with such licences, permits or approvals.	Pre-Construction Construction Operation	Compliant and Noted	Section 4.6 of the CEMP specifies the projects legislative requirements and obligations. This will be monitored periodically during the course of construction to ensure compliance. The CEMP, including applicable legislation, is reviewed at least annually to ensure ongoing applicability. EPL 20287 granted from NSW EPA on 16 August 2013.
		B7.		Any changes to the scope of the infrastructure activity shall be subject to a consistency review. Should the review identify activity scope and environmental impacts inconsistent with the assessed infrastructure activity, a modification to the infrastructure activity approval would be required.	Construction	Compliant and Noted	ETTT Alliance complies with this condition. Multiple consistency assessments have been completed to date with approval granted from TfNS (As proponent).  CA-01 CSR Refinement (Approved 30/08/13)  CA-02 Beecroft Road Relocation (Approved 25/10/13)  CA-03 Beecroft Station Precinct Design Refinements (Approved 5/12/13)  CA-04 Earthworks and Drainage (Approval 23/1/14)  CA-05 Cheltenham Station Refinements (Approved 30/5/14) CA-06 Beecroft Road HV Works (Approved 16/12/13) CA-07 Aboriginal Heritage Finds (Approved 13/2/14) CA-08 Drainage Works Phase 1 (Approved 1/7/14) CA-09 Ausgrid Power Pole Connections (Approved 14/3/14) CA-10 Cheltenham Services and Palm Tree Relocation (Approved 11/7/14) CA-11 M2 Motorway Cross-Over (Approved 4/8/14) CA-12 Cheltenham Station Gardens Drainage and Landscape CA-13 Pennant Hills Footbridge (18/8/14) CA-14 Cyclepath, Drainage and Cut 10 CA-15 132 Sutherland Road Investigative Works CA-16 Asbestos Capping Onsite CA-17 Pennant Hills Lifts
	STAGING	B8.		The Proponent may elect to construct and/ or operate the SSI in stages. Where staging is proposed, the Proponent shall submit a Staging Report to the Director General prior to the commencement of the first proposed stage. The Staging Report shall provide details of:	Construction Operation	Compliant and Noted	Project delivery in stages is not proposed.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		B8.	(a)	how the SSI would be staged, including general details of work activities associated with each stage and the general timing of when each stage would commence; and			
			(b)	<p>details of the relevant conditions of approval, which would apply to each stage and how these shall be complied with across and between the stages of the SSI.</p> <p>Where staging of the SSI is proposed, these conditions of approval are only required to be complied with at the relevant time and to the extent that they are relevant to the specific stage(s).</p> <p>The Proponent shall ensure that an updated Staging Report (or advice that no changes to staging are proposed) is submitted to the Director General prior to the commencement of each stage, identifying any changes to the proposed staging or applicable conditions.</p>	Construction Operation	Compliant and Noted	Project delivery in stages is not proposed.
		B9.		<p>The Proponent shall ensure that all plans, sub-plans and other management documents required by the conditions of this approval and relevant to each stage (as identified in the Staging Report) are submitted to the Director General no later than one month prior to the commencement of the relevant stages, unless otherwise agreed by the Director General.</p> <p>Note: These conditions do not relate to staged infrastructure within the meaning of section 115ZD of the EP&amp;A Act.</p>	Construction Operation	Compliant and Noted	Project delivery in stages is not proposed.
	COMPLIANCE	B10.		The Proponent shall ensure that any strategy, plan, program (or the like) incorporates mitigation measures identified in the documents listed in condition B1, as relevant, and as modified by this approval.	Pre-Construction Construction Operation	Compliant and Ongoing	<p>The ETTT Construction Environmental Management Plan and Sub Plans incorporate mitigation measures identified in the documents listed in condition B1. Annexure A of the Environmental Plans (Sub Plans of the CEMP) contain a compliance checking sheet which details the relevant mitigation measures applicable to that Plan.</p> <p>All plans are reviewed by TfNSW and ER prior to submissions to DP&amp;E for approval (where applicable).</p>
		B11.		The Proponent shall ensure that employees, contractors and sub-contractors are aware of, and the need to comply with, the conditions of this approval relevant to their respective activities.	Pre-Construction Construction Operation	Compliant and Ongoing	Environmental awareness training has commenced and will continue throughout the delivery of the Project. All persons working on the Project are required to attend a Project Induction where environmental requirements are explained to them. Contracts between the Alliance and its subcontractors also refer to the environmental obligations of all personnel working.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		B12.		The Proponent shall be responsible for environmental impacts resulting from the actions of all persons that it invites onto the site, including contractors, sub-contractors and authorised visitors.	Pre-Construction Construction	Compliant and Noted	The Alliance's EMS and CEMP will assist in ensuring that the works are undertaken in general accordance with the requirements of the Approval.
<b>SCHEDULE C - ENVIRONMENTAL PERFORMANCE</b>							
NOISE AND VIBRATION							
	Operational Noise and Vibration	C1.		Rail line components of the SSI shall be designed and operated with the objective of not exceeding the airborne and ground-borne noise trigger levels at existing development, at each stage of the SSI, as presented in IGANRIP or RING, whichever is the most conservative.  For the purpose of this condition, existing development includes all development that at the date of this approval, has been carried out in the vicinity of the rail corridor and any such development approved prior to the determination of this SSI, but only to the extent that the location of the development is known.	Design Operation	Compliant and Noted	The SSI will be designed and operated with the objective of not exceeding the airborne and ground-borne noise trigger levels at existing development, at each stage of the SSI, as presented in IGANRIP or RING, whichever is the most conservative.The Operational Noise and Vibration Review (ONVR) was approved in December 2014.
		C2.		Stationary facilities (including stations) shall be designed and operated with the objective of meeting operational noise levels derived from the <i>NSW Industrial Noise Policy</i> (NSW Government, 2000).	Design Operation	Compliant and Noted	Stationary facilities (including stations) have been designed and will be operated with the objective of meeting operational noise levels derived from the <i>NSW Industrial Noise Policy</i> (NSW Government, 2000).
		C3.		The SSI shall be designed and operated with the objective of not exceeding the vibration goals for human exposure for existing sensitive receivers, as presented in <i>Assessing Vibration: a Technical Guideline</i> (DECC, 2006).	Design Operation	Compliant and Noted	The SSI is being designed and operated with the objective of not exceeding the vibration goals for human exposure for existing sensitive receivers, as presented in <i>Assessing Vibration: a Technical Guideline</i> (DECC, 2006).
		C4.		The Proponent shall prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures that will be implemented for the SSI. The ONVR shall be prepared in consultation with the EPA and relevant Councils and shall:  (a) identify the appropriate operational noise and vibration objectives and levels for receiving existing development, including all sensitive receivers;	Construction Operation	Compliant and Ongoing	The SSI will be designed and operated with the objective of not exceeding the airborne and ground-borne noise trigger levels at existing development, at each stage of the SSI, as presented in IGANRIP or RING, whichever is the most conservative.The Operational Noise and Vibration Review (ONVR) was approved in December 2014.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		C4.	(b)	predict the operational noise and vibration impacts at receiving existing development based on the final design and operation of the SSI. This prediction shall include a safety factor on train numbers and re-examination of curve squeal. Noise predictions shall be presented in catchments with each sensitive receiver clearly identified and described (including type and number of storeys) with their appropriate noise predictions. Absolute noise levels shall be presented to the nearest whole decibel, and the 'increase' in noise presented to a single decimal place;			
			(c)	<p>assess all feasible and reasonable noise and vibration mitigation measures, with a preferential focus on source control and design consistent with IGANRIP. The feasible and reasonable analysis shall be transparent and fully justified and shall include, but not be limited to the consideration of subjective noise factors, such as the number of noisy events, the duration of noisy events and the characteristics of the noise (e.g. wheel squeal, low frequency noise) and consideration of the following mitigations measures:</p> <ul style="list-style-type: none"> <li>• signal relocation;</li> <li>• composite sleepers;</li> <li>• rail dampeners;</li> <li>• gauge face lubricators for curve track and squeal;</li> <li>• noise barriers/bunds, including low profile rail barriers close to the track; and</li> <li>• property treatments;</li> </ul>	Construction Operation	Compliant and Ongoing	The SSI will be designed and operated with the objective of not exceeding the airborne and ground-borne noise trigger levels at existing development, at each stage of the SSI, as presented in IGANRIP or RING, whichever is the most conservative. The Operational Noise and Vibration Review (ONVR) was approved in December 2014.
			(d)	include a mitigation plan for each catchment showing all sensitive receivers where IGANRIP triggers are exceeded and a strategy to mitigate the noise, including the identification of specific physical and other mitigation measures for controlling noise and vibration at the source and at the receiver including location, type and timing for the implementation of mitigation measures;			
			(e)	include a consultation strategy to seek feedback from directly affected property owners on the noise and vibration mitigation measures;			
			(f)	include procedures for operational noise and vibration complaints management, including investigation and monitoring (subject to complainant agreement); and			

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		C4.	(g)	<p>incorporate results from the Source Noise Monitoring Plan (condition C5).</p> <p>Notwithstanding the feasible and reasonable noise mitigation assessment, gauge face lubricators for curve squeal shall be implemented as part of the SSI. Should operational noise monitoring (conditions C5 and F2) identify lubricators not effective in reducing curve squeal, property treatments or other mitigation measures if deemed more practicable, are to be implemented for sensitive receivers immediately adjacent (generally within 50m from the newly constructed track) to rail curves on the downside (western side) of the rail corridor, irrespective of IGANRIP/RING noise trigger level exceedances.</p> <p>The ONVR (and any subsequent amendment) 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 the EPA. The verification will be undertaken at the Proponent's expense and the independent expert shall be approved by the Director-General. The ONVR and independent review is to be submitted to and approved by the Director-General prior to the commencement of the laying of rail track or the construction of physical noise mitigation structures, unless otherwise agreed to by the Director-General.</p> <p>The Proponent shall implement the identified noise and vibration control measures prior to operation and make the ONVR publicly available.</p>	Construction Operation	Compliant and Ongoing	The SSI will be designed and operated with the objective of not exceeding the airborne and ground-borne noise trigger levels at existing development, at each stage of the SSI, as presented in IGANRIP or RING, whichever is the most conservative. The Operational Noise and Vibration Review (ONVR) was approved in December 2014.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	Source Noise Monitoring Plan	C5.		<p>The Proponent shall prepare a Source Noise Monitoring Plan for the SSI rail corridor to assist in identifying and managing noisy freight locomotives and their rolling stock. The Plan shall be prepared prior to operation and in consultation with the EPA and shall include:</p> <ul style="list-style-type: none"> <li>(a) real time noise monitoring at a representative rail curve that potentially cause wheel squeal and other annoying rail noise characteristics;</li> <li>(b) the identification of noisy freight locomotives and their rolling stock and associated noise levels; and</li> <li>(c) the reporting of monitored data to be made publicly available within a reasonable time frame.</li> </ul> <p>Monitoring results shall be incorporated into the development of initiatives to address broader rail noise within the corridor and across the rail network. Monitoring results shall be reported and addressed in the Operational Noise and Vibration Compliance Monitoring and Assessment Report (condition F2).</p>	Pre-Operation	Compliant and Ongoing	A Source Noise Monitoring Plan has been prepared in accordance with this Condition. The Source Noise Monitoring Plan is part of the ONVR.
BIODIVERSITY							
	Water courses	C6.		All works taking place in, on or under waterfront land, as defined by the <i>Water Management Act 2000</i> , shall be undertaken in accordance with the NOW's <i>Guidelines for Controlled Activities</i> .	Pre-Construction Construction	Compliant and Ongoing	Works taking place on or under waterfront land is being undertaken in accordance with the NOW's Guidelines for Controlled Activities.
		C7.		Watercourses affected by the proposal shall, where feasible and reasonable, be rehabilitated to emulate a natural stream system. The rehabilitation of watercourses shall be consistent with the NSW Office of Water <i>Guidelines for Controlled Activities</i> ; and stream armouring should be minimised to the greatest extent practicable.	Pre-Construction Construction	Compliant and Ongoing	<p>Watercourses affected by works, where reasonable and feasible, will be rehabilitated to emulate a natural stream system. Consultation with Office of Water for construction works near Devlins Creek has been undertaken and commenced 18th of August 2014. Management of this condition has also been outlined in:</p> <ul style="list-style-type: none"> <li>• Flora and Fauna Management Plan Table 4 Mitigation Measures No.27</li> </ul>

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		C8.		Within twelve months of the commencement of construction, or as otherwise agreed to by the Director General, the Proponent shall develop and submit a Biodiversity Offset Package for the approval of the Director General. The Package shall detail how the ecological values lost as a result of the SSI will be offset. The Package shall be developed in consultation with OEH and the relevant Council(s) and shall (unless otherwise agreed by the Director General) include, but not necessarily be limited to:	Construction Operation	Compliant and Ongoing	A Biodiversity Offset Package has been prepared in accordance with this Condition and was approved by DP&E on the 26/2/15.
		C8.	(a)	the identification of the extent, types and condition of habitat that shall be lost or degraded as a result of the SSI, including the consideration of indirect impacts on adjacent retained vegetation and impacts caused through weed incursion and other potential edge effects;	Construction Operation	Compliant and Ongoing	A Biodiversity Offset Package has been prepared in accordance with this Condition and was approved by DP&E on the 26/2/15.
			(b)	the objectives and biodiversity outcomes to be achieved;			
			(c)	the final suite of the biodiversity offset measures selected and secured with consideration of the Biodiversity Offset Strategy and subject to the conditions of this approval;			
			(d)	the management and monitoring requirements for biodiversity offset measures proposed to ensure the outcomes of the package are achieved, including:			
				(i) the monitoring of the condition of species and ecological communities at offset locations;			
				(ii) the methodology for the monitoring program(s), including the number and location of offset 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 OEH; and			
			(e)	timing and responsibilities for the implementation of the provisions of the Package.			

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
				Land offsets shall be consistent with the <i>Principles for the use of Biodiversity Offsets in NSW and the Interim Policy on Assessing and Offsetting Biodiversity Impacts of Part 3A, State Significant Development (SSD) and State Significant Infrastructure (SSI) Projects</i> (OEH, 2011). Any land offset shall be enduring and be secured by a conservation mechanism which protects and manages the land in perpetuity. Where land offsets cannot solely achieve compensation for the loss of affected biodiversity, additional measures shall be provided to collectively deliver a biodiversity offset in accordance with the <i>Interim Policy on Assessing and Offsetting Biodiversity Impacts of Part 3A, State Significant Development (SSD) and State Significant Infrastructure (SSI) Projects</i> (OEH, 2011) and to provide a positive biodiversity outcome for the region.			
		C8.		<p>Where possible, priority shall be given to securing offset sites as near to the location of the impact/loss as possible to assist with the preservation of the specific endemic community of the area and assure that the ecological and amenity benefits of retaining endemic vegetation remain within the locality.</p> <p>Where monitoring indicates biodiversity outcomes are not being achieved, remedial actions, (such as improved land management measures or changes to the size and/or location of the offset area), shall be developed. Such remedial actions shall be documented under an addendum to the Biodiversity Offset Package and the addendum be submitted to and approved by the Director-General, prior to the implementation of that addendum.</p>	Construction Operation	Compliant and Ongoing	A Biodiversity Offset Package has been prepared in accordance with this Condition and was approved by DP&E on the 26/2/15.
TRANSPORT AND ACCESS							
		C9.		The SSI shall be designed and constructed with the objective of minimising adverse changes to existing access arrangements and services for other transport modes (including pedestrians and cycles) and, where feasible and reasonable facilitate an improved level of access and service to other transport modes comparable to the existing situation.	Design Construction	Compliant and Ongoing	A Construction Traffic Management Plan (now Rev 13) has been developed in consultation with the relevant road authorities and transport operators to assist in complying with the requirements of this condition. Section 14 of this plan outlines the management of pedestrians, cyclists and parking.



CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		C10.		In relation to new or modified roads (including rail bridges), parking, pedestrian and cycle infrastructure, the SSI shall be designed:  (a) in consultation with the relevant road authority and Council(s); (b) in consideration of 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 has considered the above matters.	Design Construction	Compliant and Ongoing	A Construction Traffic Management Plan (now Rev 13) has been developed in consultation with the relevant road authorities (Hornsby Shire Council (ETTT-ETTTAL-PE-000336), Parramatta City Council (ETTT-ETTTAL-PE-000341) and RMS (ETTT-ETTTAL-PE-000350) and transport operators to assist in complying with the requirements of this condition. Section 14 of this plan outlines the management of pedestrians, cyclists and parking.
		C11.		Bridgeworks and other structures in the proximity of the road and associated transport networks shall be designed to ensure the efficient and safe operation of the networks.	Design	Compliant and Ongoing	Bridgeworks and other structures in the proximity of the road and associated transport networks will be designed to ensure the efficient and safe operation of the networks. Throw screens have been specified in the design for overbridges to minimise objects being thrown into the rail corridor in accordance with RailCorp specifications. Pennant Hills footbridge is fully enclosed for safe operation.
		C12.		The proponent shall implement, to the greatest extent practicable and subject to the conditions of this approval, the mitigation measures and strategies identified in section 6 of the <i>Epping to Thornleigh Third Track EIS: Technical Paper - Traffic and Transport</i> dated September 2012.	Pre-Construction Construction	Compliant and Ongoing	A Construction Traffic Management Plan (now Rev 13) has been developed in consultation with the relevant road authorities and transport operators to assist in complying with the requirements of this condition ((Hornsby Shire Council (ETTT-ETTTAL-PE-000336), Parramatta City Council (ETTT-ETTTAL-PE-000341) and RMS (ETTT-ETTTAL-PE-000350). Section 22 of this plan outlines the implementation of mitigation measures and strategies.
	AIR QUALITY	C13.		The SSI shall be operated with the objective of meeting ambient air quality impact assessment criteria for identified pollutants as presented in Table 3.1 of <i>Epping to Thornleigh Third Track EIS: Technical Paper - Air Quality</i> dated September 2012.	Operation	Compliant and Ongoing	The SSI will be operated with the objective of meeting ambient air quality impact assessment criteria for identified pollutants as presented in Table 3.1 of <i>Epping to Thornleigh Third Track EIS: Technical Paper - Air Quality</i> dated September 2012.
	SOIL, WATER QUALITY AND HYDROLOGY	C14		Except as may be provided by an EPL, the SSI shall be constructed and operated to comply with section 120 of the <i>Protection of the Environment Operations Act 1997</i> , which prohibits the pollution of waters.	Pre-construction Construction Operation	Compliant and Ongoing	No incidents have been recorded for this period which involve the pollution of waters.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	Flooding	C15.		<p>The SSI shall be designed, to the extent that is feasible and reasonable, to not worsen existing flooding characteristics in the vicinity of the infrastructure activity. Not worsen is defined as:</p> <p>(a) a maximum increase in inundation levels upstream of the Infrastructure Activity of 50 mm in a 1 in 100 year ARI rainfall event; and</p> <p>(b) a maximum increase in inundation time of one hour in a 1 in 100 year ARI rainfall event.</p> <p>Any increase in flow velocity in a 100 year ARI flood event should minimise the potential for soil erosion and scouring.</p>	Design	Compliant and Ongoing	Currently there are a number of areas where all feasible and reasonable measures have been implemented where inundation is expected above the 50mm goal. The locations are two locations (Ch 24.674 & 25.780). Council has been consulted with the regard to these impacts and have confirmed that they have no objection to those.
	Groundwater	C16.		<p>The SSI shall be designed to avoid impacts on existing bores and user rights, to the greatest extent practicable. Where impacts can not be avoided, impacts shall be minimised and monitored as part of the Water Quality Monitoring Program (condition C17).</p>	Design Construction	Compliant and Ongoing	As indicated in the EIS (Section 14) ETTT are not expecting to impact on existing bores or user rights throughout the project. The two nearest bores to the project, are located at Cheltenham Croquet Club and within the Beecroft Village Green. Golder Associates were commissioned to prepare an assessment in Feb 2014 into the likely impacts to the nearest 2 bores and the impacts are found to be negligible. The report was issued on 2 April 2014. ETTT-ETTTAL-PE-001865.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	Water Quality Monitoring Program	C17.		<p>A Water Quality Monitoring Program shall be prepared and implemented to monitor impacts on surface and groundwater quality resources during construction and operation. The Program shall be developed in consultation with the DPI and shall include but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>(a) identification of surface and groundwater quality monitoring locations which are representative of the potential extent of impacts from the SSI;</li> <li>(b) identification of works and activities during construction and operation of the SSI, including emergencies and spill events, that have the potential to impact on surface water quality of potentially affected waterways;</li> <li>(c) presentation of parameters and standards against which any changes to water quality will be assessed, having regard to the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000 (Australian and New Zealand Environment Conservation Council, 2000);</li> <li>(d) representative background monitoring of surface and groundwater quality parameters prior to the commencement of construction, to establish baseline water conditions, unless otherwise agreed by the Director General;</li> <li>(e) a minimum monitoring period of 12 months following the completion of construction or until the affected waterways and/ or groundwater resources are certified by an independent expert as being rehabilitated to an acceptable condition. The monitoring shall also confirm the establishment of operational water control measures (such as sedimentation basins and vegetation swales);</li> <li>(f) contingency and ameliorative measures in the event that adverse impacts to water quality are identified; and</li> <li>(g) reporting of the monitoring results to the Department and DPI.</li> </ul> <p>The Program shall be submitted to the Director General prior to the commencement of construction of the SSI, or as otherwise agreed by the Director General. A copy of the Program shall also be submitted to the DPI prior to its implementation.</p>	Construction Operation	Compliant and Ongoing	<p>A Water Quality Monitoring Program has been developed in consultation with the Department of Primary Industries (DPI) (ETTT-ETTTAL-PE-000328, dated 23 July 2013. DPI responded with no further comments on 8 Aug 2013, ETTT-ETTTAL-PE-001409)</p> <ul style="list-style-type: none"> <li>a) Section 5 of this plan outlines the construction activities and potential impacts on water quality (groundwater/surface water)</li> <li>b) Work activities have been outlined in Section 5, Table 3 of the plan.</li> <li>c) Parameters and standards have been outlined in Section 6 and Table 4.</li> <li>d) Background monitoring locations have been outlined in Figure 2. Weekly surface water monitoring occurred at Devlins Ck and Byles Ck prior to commencement of construction (ETTT-ETTTAL-PE-001411)</li> <li>e) Monitoring requirements have been outlined in Point 4, Section 7.</li> <li>f) Contingency and ameliorative measures have been outlined in Point 4, Section 7.</li> <li>g) Reporting requirements have been outlined in Section 8. A summary of the monitoring results is provided in Section 5 of this Compliance Report which will be sent to both the Department of Planning and Environmental as well as the Office of Water.</li> </ul>

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	Earthworks	C18.		<p>The SSI shall be designed to ensure the maintenance of land stability and geological integrity to protect property and infrastructure. The design shall be informed by appropriate geotechnical investigations and the report detailing these investigations and design responses shall be made publicly available.</p> <p>In locations identified through the geotechnical investigations, of having a stability risk to property and infrastructure, monitoring shall be undertaken throughout construction of those works with a potential risk and for a period of not less than 6 months after construction of those works with a potential risk. The investigation, SSI design and monitoring regime shall be informed by an appropriately qualified geotechnical professional</p>	<p>Design</p> <p>Construction</p>	<p>Compliant and Ongoing</p> <p>Compliant and Ongoing</p>	<p>A Geotechnical Interpretive Report- Design Report has been completed to date for the design of the SSI. AECOM geotechnical engineers prepared a Ground Movement, Existing Buildings and Structures Monitoring and Instrumentation Plan for locations identified through the geotechnical investigations, of having a stability risk to property and infrastructure. The plan also outlines the monitoring requirements throughout construction. The Existing Buildings and Structures Monitoring and Instrumentation Plan is also available.</p>
	Land Contamination	C19.		<p>To protect the environment and human health from contamination, measures to identify, handle and manage potential contaminated soil, materials and groundwater shall be incorporated into the Construction Environmental Management Plan (condition E33). If remediation of contaminants is required, a soil sampling validation report shall be prepared verifying that the site has been remediated to a standard consistent with the intended land use.</p> <p>Note: Terms used in this condition have the same meaning as in the <i>Contaminated Land Management Act 1997</i>.</p>	Construction	Compliant and Ongoing	<p>No remediation has been required during the reporting period (excluding Asbestos). A Contamination Management Plan, exists as part of the CEMP, has been implemented in consultation with DPI, Office of Water and Hornsby Shire Council to assist in complying with the requirements of this condition. Management measures have been outlined in:</p> <ul style="list-style-type: none"> <li>• Figure 1 Contamination Management Process</li> <li>• Section 7 Management</li> </ul> <p>DP&amp;E approved the CEMP, including Contamination Management Plan, on 25 Oct 2013"</p>
	WASTE MANAGEMENT	C20.		All waste materials removed from the site shall only be directed to a waste management facility or premises lawfully permitted to accept the materials.	Pre-construction Construction	Compliant and Ongoing	Wastes are tracked via a waste tracking register with wastes going to appropriately licensed facilities.
		C21.		Waste generated outside the site shall not be received at the site for storage, treatment, processing, reprocessing, or disposal on the site, except as expressly permitted by a licence under the <i>Protection of the Environment Operations Act 1997</i> , if such a licence is required in relation to that waste.			No waste has been brought to the site from external sources. A Construction Waste and Resource Use Management Plan has been developed to assist in complying with the requirements of this condition. Waste classification sampling has and is being carried out by AD Envirotech Pty Ltd as required to classify the various materials prior to disposal to suitably approved facilities.
		C22.		All liquid and/or non-liquid waste generated on the site shall be assessed and classified in accordance with <i>Waste Classification Guidelines</i> (Department of Environment, Climate Change and Water, 2009), or any superseding document.			

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	HAZARDS AND RISK	C23.		<p>Dangerous goods, as defined by the <i>Australian Dangerous Goods Code</i>, shall be stored and handled strictly in accordance with:</p> <ul style="list-style-type: none"> <li>(a) all relevant Australian Standards;</li> <li>(b) for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and</li> <li>(c) the <i>Environment Protection Manual for Authorised Officers: Bunding and Spill Management</i>, technical bulletin (Environment Protection Authority, 1997).</li> </ul> <p>In the event of an inconsistency between the requirements listed above, the most stringent requirement shall prevail to the extent of the inconsistency.</p>	Construction	Compliant and Ongoing	Only minor quantities of Dangerous Goods (i.e. fuels) are stored on site. Any Dangerous Goods on site are stored in a bunded area. A Construction Soil and Water Quality Management plan has been implemented in consultation with DPI and relevant Councils to assist in complying with the requirements of this condition. Management measures for the above conditions have been outlined in Table 5 Management Measure No.15 and 16. Weekly environmental site inspection checklists are performed and consider the handling and storage of Dangerous Goods.
	UTILITIES AND SERVICES	C24.		Utilities, services and other infrastructure potentially affected by construction shall be identified prior to construction affecting the item, to determine requirements for access to, diversion, protection, and/or support. Consultation with the relevant owner and/or provider of services that are likely to be affected by the SSI shall be undertaken to make suitable arrangements for access to, diversion, protection, and/or support of the affected infrastructure as required. The Proponent shall ensure that disruption to any service is minimised and shall work with the relevant service provider to advise local residents and businesses affected prior to any planned disruption of service.	Pre-Construction Construction	Compliant and Ongoing	ETTT has completed a Public Utilities Design Report that identified utilities that maybe affected by the SSI prior to construction. Disruption to any service is minimized by constructing all new services for the SSI prior to decommission of existing services. All work requiring service outages is undertaken at times scheduled by and approved by the service provider. When works that result in service outages to residents, notification to residents of the work are carried out by the service providers.
		C25.		The Proponent shall consult with the relevant road authority regarding the use of any weight restricted road by heavy construction vehicles if required.	Pre-Construction Construction	Compliant and Ongoing	ETTT have consulted with Hornsby Shire Council (Road Authority) regarding the use of roads for construction. No additional restrictions were put in place from Hornsby Shire Council in this reporting period.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	HERITAGE	C26.		During detailed design and construction of the SSI, impacts to heritage items and conservation areas shall, where feasible and reasonable, be avoided and minimised, under the guidance of an appropriately qualified heritage specialist. Where impacts are unavoidable, work shall be undertaken in accordance with the strategy outlined in the Construction Heritage Management Plan (condition E34(e)).	Design Construction	Compliant and Ongoing	A Construction Heritage Management Plan has been developed in consultation with the Heritage Office to assist in complying with the requirements of this condition. Appropriately qualified heritage specialists have been contracted to supply the Alliance with guidance and advise during the delivery phase of the Project. The Management Plan was updated to detail protection measures for the causeway and lodged with DP&E on 28/3/14 for review and approval.
		C27.		The Proponent shall not, where feasible and reasonable, physically affect the heritage listed causeway at Devlins Creek. The measures to protect the causeway during construction, management and remedial actions (if damage occurs) should be detailed under the Construction Heritage Management Plan (condition E34(e)).			
		C28.		Prior to the commencement of pre-construction and/or construction activities that may impact the historical archaeological causeway at Devlins Creek, the Proponent shall undertake an archaeological excavation program, to the extent that the causeway is impacted by the SSI and where it is safe to do so, in accordance with the Heritage Council of NSW <i>Archaeological Assessments Guideline</i> (1996) using a methodology prepared in consultation with the Heritage Council of NSW. This work shall be undertaken by an appropriately qualified archaeological heritage consultant.	Pre-Construction Construction	Compliant and Ongoing	The archaeological excavation program has been conducted in accordance with this requirement. The program concluded that the causeway does not extent into the existing rail embankment. The associated report will be compiled and lodged in accordance with C29
		C29.		Within 2 years of completing the work at C28, unless otherwise agreed by the Director General, the Proponent shall submit a report containing the findings of the excavations, including artefact analysis, and the identification of a final repository for any finds, prepared in consultation with the Heritage Council of NSW.	Construction	Compliant and Ongoing	The archival recording will be provided in accordance with this requirement.
		C30.		Archival recording of directly impacted heritage items, including the side platform and subway structure at Beecroft, shall be undertaken in accordance with the NSW Heritage Council Guidelines.	Pre-Construction Construction	Compliant and Ongoing	A Construction Heritage Management Plan has been developed in consultation with the Heritage Office to assist in complying with the requirements of this condition. Recording of the Beecroft rail side platform and pedestrian subway has been completed and draft reports are with Council for review and comment. The Devlins Creek causeway has also been recorded and the report is currently being generated.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	URBAN DESIGN AND LANDSCAPING	C31.		<p>A Urban Design and Landscape Plan shall be prepared and implemented for the SSI. The Plan shall be prepared by appropriately qualified persons(s) in consultation with RailCorp, relevant Councils and the community and shall present an integrated design and landscape plan for the SSI. The Plan shall include, but not necessarily be limited to:</p> <p>(a) identification of design principles and standards based on:</p> <p>(i) local environmental and heritage values,</p> <p>(ii) urban design context,</p> <p>(iii) sustainable design and maintenance,</p> <p>(iv) transport and land use integration;</p> <p>(v) passenger and community safety and security;</p> <p>(vi) community amenity and privacy, and</p> <p>(vii) relevant design standards and guidelines such as the <i>NSW Sustainable Design Guidelines for Stations</i> (v2.0, TfNSW, 2011), <i>Bridge Aesthetics Design guidelines to improve the appearance of bridges in NSW</i> (RMS, 2012), <i>Guidelines for the Development of Public Transport Interchange Facilities</i> (Ministry of Transport, 2008) and <i>Crime Prevention Through Environmental Design Principles</i> (Department of Urban Affairs and Planning, 2001), and relevant Agency and Council design standards.</p> <p>(b) the location of existing and retained vegetation and landscaping;</p> <p>(c) a description of disturbed areas and details of the strategies to progressively rehabilitate regenerate and/ or revegetate these areas. Details of species to be replanted/ revegetated shall be provided, including their appropriateness to the area and habitat for threatened species;</p> <p>(d) specific measures to limit thw</p> <p>(e) design details of built elements (retaining walls, bridges, viaducts, stations, parking areas etc) and measures to minimise the impact of these elements, including an embankment and retaining wall plan that avoids, where feasible and reasonable, the use of shotcrete;</p>	Construction	Compliant and Ongoing	<p>The Urban Design and Landscaping Plan has been prepared by ETTT in consultation with RailCorp, relevant Councils and the community. The UDLP was approved by DP&amp;E 13/05/2014.</p> <p>Key consultation to dates-</p> <ul style="list-style-type: none"> <li>• Hornsby Council Submission Report on 20/12/13</li> <li>• Sydney Trains comments on 17/12/13</li> <li>• Beecroft-Cheltenham Civic Trust comments on 13/12/13</li> <li>• Pennant Hills Civic Trust comments on 28/12/13</li> <li>• Two community information sessions have been undertaken on 4 and 7 December 2013</li> </ul>

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		C31.	(f)	an assessment of the visual screening affects of existing vegetation and the proposed landscaping and built elements. Where receivers have been identified as likely to experience a moderate or high visual impact as a result of the operation and residual impacts are likely to remain, the Proponent shall, in consultation with affected receivers, identify opportunities for providing at-receiver landscaping to further screen views of the SSI. Where agreed to with the landowner, these measures shall be implemented during the construction of the SSI;	Construction	Compliant and Ongoing	The Urban Design and Landscaping Plan has been prepared by ETTT in consultation with RailCorp, relevant Councils and the community. The UDLP was approved by DP&E 13/05/2014.  Key consultation to dates-  <ul style="list-style-type: none"> <li>• Hornsby Council Submission Report on 20/12/13</li> <li>• Sydney Trains comments on 17/12/13</li> <li>• Beecroft-Cheltenham Civic Trust comments on 13/12/13</li> <li>• Pennant Hills Civic Trust comments on 28/12/13</li> <li>• Two community information sessions have been undertaken on 4 and 7 December 2013</li> </ul>
			(g)	graphics such as sections, perspective views and sketches for key elements of the SSI, including, but not limited to built elements of the SSI;			
			(h)	monitoring and maintenance procedures for the built elements (including graffiti control), rehabilitated vegetation and landscaping (including weed control) including performance indicators, responsibilities, timing and duration and contingencies where rehabilitation of vegetation and landscaping measures fail; and			
			(i)	evidence of consultation with the relevant council and community on the proposed urban design and landscape measures prior to its finalisation.  The Plan shall be submitted to and approved by the Director General prior to the commencement of permanent built works (excluding those works that are subject to prescribed engineering standards and the like such as railway tracks, signal boxes, overhead wiring etc) and/ or landscaping, unless otherwise agreed by the Director General. The Plan may be submitted in stages to suit the staged construction program of the SSI.			



CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT	D1.		<p>A Stakeholder and Community Involvement Plan shall be prepared and implemented to provide mechanisms to facilitate communication between the Proponent (and its contractor(s)), the Environmental Representative (condition E32), the relevant Council(s) and community stakeholders (particularly adjoining landowners) on the construction environmental management of the SSI. The Plan shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>(a) identification of community and business stakeholders to be consulted as part of the Strategy, including affected and adjoining landowners;</li> <li>(b) procedures and mechanisms for the regular distribution of information to community and business stakeholders on construction progress, construction activities that are likely to affect their amenity and matters associated with environmental management;</li> <li>(c) the formation of community/business-based forums that focus on key environmental management issues for the SSI. The Strategy shall provide detail on the structure, scope, objectives and frequency of the forums;</li> <li>(d) procedures and mechanisms through which community and business stakeholders can discuss or provide feedback to the Proponent and/or Environmental Representative in relation to the environmental management and delivery of the SSI;</li> <li>(e) procedures and mechanisms through which the Proponent can respond to enquires or feedback from community and business stakeholders in relation to the environmental management and delivery of the SSI; and</li> <li>(f) procedures and mechanisms that would be implemented to resolve issues/ disputes that may arise between parties on the matters relating to environmental management and the delivery of the SSI. This may include the use of an appropriately qualified and experienced independent mediator.</li> </ul> <p>Issues that shall be addressed through the Community Communication Plan include (but are not necessarily limited to) construction traffic and access arrangements, construction noise and vibration, impacts to local businesses, land uses and community facilities, and other construction generated impacts.</p>	Construction	Compliant and Ongoing	A Stakeholder and Community Involvement Plan (SCIP) has been completed and approved by the Director General on the 14/10/2013.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		D1.		The Proponent shall maintain and implement the Plan throughout construction of the SSI. The Plan shall be submitted to and approved by the Director General prior to the commencement of construction, or as otherwise agreed by the Director General.	Construction	Compliant and Ongoing	A Stakeholder and Community Involvement Plan (SCIP) has been completed and approved by the Director General on the 14/10/2013.
	Complaints and Enquiries Procedure	D2.		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:	Construction	Compliant and Ongoing	A Stakeholder and Community Involvement Plan has been developed to assist in complying with this requirement. The Telephone complaints line is 1800 775 465
		(a)		a 24 hour telephone number(s) on which complaints and enquiries about the SSI 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 shall be published in newspaper(s) circulating in the local area prior to the commencement of construction. This information shall also be provided on the website (or dedicated pages) required by this approval.			
		D3.		Prior to the commencement of construction, or as otherwise agreed by the Director General, the Proponent shall prepare and implement a Construction Complaints Management System consistent with AS 4269: <i>Complaints Handling</i> and maintain the System for the duration of construction and up to 12 months following completion of the SSI. Information on all complaints received, including the means by which they were addressed and whether resolution was reached, with or without mediation, shall be maintained in a complaints register and included in the construction compliance reports required by this approval. The information contained within the System shall be made available to the Director General on request.	Construction	Compliant and Ongoing	A Stakeholder and Community Involvement Plan has been developed to assist in complying with this requirement.  The Project complaint number is 1800 775 465

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	Provision of Electronic Information	D4.		<p>Prior to the commencement of construction, or as otherwise agreed by the Director General, the Proponent shall establish and maintain a new website, or dedicated pages within an existing website, for the provision of electronic information associated with the SSI, for the duration of construction and for 12 months following completion of the SSI. The Proponent shall, subject to confidentiality, publish and maintain up-to-date information on the website, dedicated pages or linkages including, but not necessarily limited to:</p> <ul style="list-style-type: none"> <li>(a) information on the current implementation status of the SSI;</li> <li>(b) a copy of the documents referred to under condition B1 of this approval, and any documentation supporting modifications to this approval that may be granted from time to time;</li> <li>(c) a copy of this approval and any future modification to this approval;</li> <li>(d) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSI;</li> <li>(e) a copy of each current strategy, plan, program or other document required under this approval;</li> <li>(f) the outcomes of compliance tracking in accordance with condition D5 of this approval; and</li> <li>(g) details of contact point(s) to which community complaints and enquiries may be directed, including a telephone number, a postal address and an email address.</li> </ul>	Pre-Construction Construction	Compliant and Ongoing	A Project website has been set up thorough the TfNSW Portal at <a href="http://www.transport.nsw.gov.au/Projects-Northern-Sydney-Freight-Corridor-Program/epping-thornleigh-third-track">http://www.transport.nsw.gov.au/Projects-Northern-Sydney-Freight-Corridor-Program/epping-thornleigh-third-track</a>
COMPLIANCE MONITORING AND TRACKING							
	Compliance Tracking Program	D5.		<p>The Proponent shall develop and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The Program shall be submitted to and approved by the Director General prior to the commencement of construction and operate for a minimum of one year following commencement of operation. The Program shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>(a) provisions for the notification of the Director General prior to the commencement of construction of the SSI (including prior to each stage, where works are being staged);</li> </ul>	Pre-Construction Construction Operation	Compliant and Ongoing	A Compliance Tracking Program (CTP) has been developed and approved (14/10/13) to assist project staff in tracking the requirements of the Approval and to ensure that works are carried out in accordance with those conditions.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		D5.	(b)	provisions for periodic review of the compliance status of the SSI against the requirements of this approval;	Pre-Construction Construction Operation	Compliant and Ongoing	A Compliance Tracking Program (CTP) has been developed and approved (14/10/13) to assist project staff in tracking the requirements of the Approval and to ensure that works are carried out in accordance with those conditions.
			(c)	provisions for periodic reporting of compliance status to the Director-General, including a Pre-Construction Compliance Report, during construction reporting, and a Post-Construction Compliance Report;			
			(d)	a program for independent environmental auditing in accordance with ISO 19011:2003 - Guidelines for Quality and/or Environmental Management Systems Auditing;			
			(e)	mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;			
			(f)	provisions for reporting environmental incidents (as defined in D6) to the Director General and relevant public authorities during construction;			
			(g)	procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; 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.			
	Incident Reporting	D6.		The Proponent shall notify the Director General of any incident with actual or potential significant off-site impacts on people or the biophysical environment within 24 hours of becoming aware of the incident. The Proponent shall provide full written details of the incident to the Director-General within seven days of the date on which the incident occurred.	Pre-Construction Construction Operation	Compliant and Ongoing	No incidents with actual or potential significant off-site impacts have been recorded during this period.
<b>SCHEDULE E - CONSTRUCTION ENVIRONMENTAL MANAGEMENT</b>							
	Construction Hours	E1.		Except as permitted by an EPL, construction activities associated with the SSI shall be undertaken during the following standard construction hours:	Pre-Construction Construction	Compliant and Ongoing	Approved standard construction hours are outlined in Section 7.7.1 of the ETTT CEMP and in the Noise and Vibration Management Plan. Works have been delivered in accordance with this condition to date.
			(a)	7:00am to 6:00pm Mondays to Fridays, inclusive; and			
			(b)	8:00am to 1:00pm Saturdays; and			
			(c)	at no time on Sundays or public holidays.			
		E2.		Except as expressly permitted by an EPL, high noise impact works and activities shall only be undertaken:			
			(a)	between the hours of 8:00 am to 6:00 pm Monday to Fridays;			
			(b)	between the hours of 8:00 am to 1:00 pm Saturday; and			

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		E2.	(c)	<p>in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block.</p> <p>For the purposes of this condition 'continuous' includes any period during which there is less than a one hour respite between ceasing and recommencing any of the work that is the subject of this condition.</p>	Pre-Construction Construction	Compliant and Ongoing	Approved standard construction hours are outlined in Section 7.7.1 of the ETTT CEMP and in the Noise and Vibration Management Plan. Works have been delivered in accordance with this condition to date.
		E3.		<p>Notwithstanding conditions E1 to E2, construction activities outside of the prescribed construction hours may be undertaken in any of the following circumstances:</p> <p>(a) (i) construction works that generate air-borne noise that is no more than 5 dB(A) above rating background level at any residence in accordance with the <i>Interim Construction Noise Guideline</i> (DECC, 2009); and</p> <p>(ii) construction works that generate air-borne noise that is no more than the noise management levels specified in Table 3 of the <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009) at other sensitive receivers; and</p> <p>(iii) construction works that generate continuous or impulsive vibration values, measured at the most affected residence, that are no more than those for human exposure to vibration, specified for residences in Table 2.2 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006); and</p> <p>(iv) works that generate intermittent vibration values, measured at the most affected residence, that are no more than those for human exposure to vibration, specified for residences in Table 2.4 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006);</p> <p>(b) where a negotiated agreement has been reached with affected receivers, where the prescribed noise and vibration levels can not be achieved;</p> <p>(c) for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons;</p> <p>(d) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; and</p> <p>(e) works approved through an EPL, including for works identified in an out of hours procedure.</p>	Pre-Construction Construction	Compliant and Ongoing	The Construction Noise and Vibration Management Plan has been developed in consultation with Council (and consultation offered to the EPA) to assist in complying with the requirements of this condition.

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				Notwithstanding the above, the Proponent shall limit construction outside of standard construction hours, particularly during the night time period, to the greatest extent practicable.			
	Construction Noise and Vibration	E4.		<p>The SSI shall be constructed with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline (DECC, 2009). All feasible and reasonable noise mitigation measures shall be implemented and any activities that could exceed the construction noise management levels shall be identified and managed in accordance with the Construction Noise Management Plan (condition E34 (b)).</p> <p>Note: The <i>Interim Construction Noise Guideline</i> identifies 'particularly annoying' activities that require the addition of 5dB(A) to the predicted level before comparing to the construction Noise Management Levels.</p>	Pre-Construction Construction	Compliant and Ongoing	<p>In the delivery of this SSI Project the Alliance aims where ever possible to deliver the works in below the Noise management Levels (NML).</p> <p>The Construction Noise and Vibration Management Plan has been developed in consultation with Council (and consultation offered to the EPA) to assist in complying with the requirements of this condition. This plan identifies a range of mitigation measures that assists in reducing noise impact. A key example of the measures put in place by the Alliance is the programming of works during possession whereby the majority of the works are carried out during daylight hours only. All feasible and reasonable mitigation measure are implemented.</p>
		E5.		<p>The SSI shall be constructed with the aim of achieving the following construction vibration goals:</p> <p>(a) for structural damage, the vibration limits set out in the German Standard <i>DIN 4150-3: Structural Vibration - effects of vibration on structures</i>; and</p> <p>(b) for human exposure, the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006).</p>	Pre-Construction Construction	Compliant and Ongoing	<p>The Construction Noise and Vibration Management Plan has been developed in consultation with Council (and consultation offered to the EPA) to assist in complying with the requirements of this condition.</p>

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence																		
		E6.		<p>Except as permitted by an EPL, the airblast overpressure generated by blasting associated with the SSI shall not exceed the criteria specified in Table 1 when measured at the most affected residence or other sensitive receiver.</p> <p><b>Table 1 - Airblast overpressure criteria</b></p> <table><tr><th>Airblast overpressure (dB(Lin Peak))</th><th>Allowable exceedance</th></tr><tr><td>115</td><td>5% of total number of blasts over a 12 month period</td></tr><tr><td>120</td><td>0%</td></tr></table>	Airblast overpressure (dB(Lin Peak))	Allowable exceedance	115	5% of total number of blasts over a 12 month period	120	0%	Construction	Compliant and Noted	If Blasting is proposed, a Blast Management Plan will be developed.												
Airblast overpressure (dB(Lin Peak))	Allowable exceedance																								
115	5% of total number of blasts over a 12 month period																								
120	0%																								
		E7.		<p>Except as permitted by an EPL, the ground vibration generated by blasting associated with the SSI shall not exceed the criteria specified in Table 2 when measured at the most affected residence or other sensitive receiver.</p> <p><b>Table 2 – Peak particle velocity criteria</b></p> <table><tr><th>Receiver</th><th>Peak particle velocity (mm/s)</th><th>Allowable exceedance</th></tr><tr><td>Residence on privately owned land</td><td>5</td><td>5% of total number of blasts over a 12 month period</td></tr><tr><td></td><td>10</td><td>0%</td></tr><tr><td>Other sensitive receivers</td><td>5</td><td>0%</td></tr><tr><td>Historic heritage structures</td><td>3</td><td>0%</td></tr><tr><td>Public infrastructure</td><td>50</td><td>0%</td></tr></table>	Receiver	Peak particle velocity (mm/s)	Allowable exceedance	Residence on privately owned land	5	5% of total number of blasts over a 12 month period		10	0%	Other sensitive receivers	5	0%	Historic heritage structures	3	0%	Public infrastructure	50	0%			
Receiver	Peak particle velocity (mm/s)	Allowable exceedance																							
Residence on privately owned land	5	5% of total number of blasts over a 12 month period																							
	10	0%																							
Other sensitive receivers	5	0%																							
Historic heritage structures	3	0%																							
Public infrastructure	50	0%																							
		E8.		<p>Should blasting be required, the Proponent shall prepare a Blast Management Plan for the SSI, which shall:</p> <p>(a) assess the potential noise and vibration impacts of the blasting activities and set criteria limits for airblast overpressure and ground vibration;</p> <p>(b) identify a strategy to minimise and manage blasting impacts including preparation of an appropriate community information program;</p> <p>(c) identification of feasible and reasonable procedures and mitigation measures to ensure relevant vibration and blasting criteria are achieved, including a suitable blast program, applicable buffer distances for vibration intensive works, use of low-vibration generating equipment/ vibration dampeners or alternative construction methodology;</p> <p>(d) include pre and post construction dilapidation surveys of property where blasting and/ or vibration may result in damage to buildings and structures (including surveys being undertaken immediately following a monitored exceedance of the criteria), consistent with condition E25. Any damage caused by blasting shall meet the requirements of condition E26;</p>	Construction	Compliant and Noted	In the unlikely event that Blasting is proposed, a Blast Management Plan will be developed.																		

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		(e)		include a monitoring program to enable modification of blast design where monitoring indicates impacts are greater than the criteria limits; and			
		(f)		identify a strategy for receiving, investigating and responding to complaints. The methods contained in AS2187.2-2006 shall be utilised by the Proponent to manage blasting to minimise ground vibration and overpressure impacts. The Plan shall form a component of the Construction Noise Management Plan required by condition E34.			
		E9.		For any section of construction where blasting is proposed, a series of initial trials at reduced scale shall be conducted prior to production blasting to determine site-specific blast response characteristics and to define allowable blast sizes to meet the airblast overpressure and ground vibration limits in this approval.	Construction	Compliant and Noted	In the unlikely event that Blasting is proposed,, a Blast Management Plan will be developed.
		E10.		Wherever feasible and reasonable, piling activities shall be undertaken using quieter alternative methods than impact or percussion piling, such as bored piles or vibrated piles.	Construction	Compliant and Noted	Wherever feasible and reasonable bored piles are utilised on the Project.
		E11.		The Proponent shall consult with potentially-affected community, religious, educational institutions and vibration-sensitive businesses and where reasonable and feasible schedule noise and vibration generating construction works in the vicinity of the receivers outside of sensitive periods, unless appropriate other arrangements are made.	Construction	Compliant and Ongoing	ETTT is in compliant through implementation of the DP&E approved Noise Management Plan and Vibration Management Plan. Management of this condition has been outlined in--VMP:Table 7 Mitigation Measures No.2. ETTT Alliance liaises with nearby potentially affected community, religious and educational institutions about potential impacts as required. Reports from Consultation Manager software of interaction with Arden School and Beecroft Scout Hall (ETTT-ETTAL-PE-001433) is available.
		E12.		During construction, Proponents of other major construction works in the vicinity of the SSI shall be consulted, and reasonable steps taken to coordinate works to minimise impacts on, and maximise respite for affected sensitive receivers.	Construction	Compliant and Noted	Regular and ongoing consultation with North West Rail Link is in place. Consultation with RMS relating to the proposed Northconnex tunnel has also commenced (30/4/14). Reasonable steps are being taken to coordinate works where cumulative impacts are expected.



CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	BIODIVERSITY	E13.		The clearing of native vegetation shall be minimised with the objective of reducing impacts to any threatened species or EECs to the greatest extent practicable.	Construction	Compliant and Noted	A Construction Flora and Fauna Management Plan has been developed in consultation with OEH and relevant Councils to assist in compliance with the requirements of this condition. A re-design of the retaining wall between Pennant Hills and Thornleigh Stations has resulted in some Blue Gun High Forest being retained whereas the previous design required all of the vegetation in the section of work to be removed.
	Pre clearing surveys	E14.		Prior to construction, pre clearing surveys and inspections for native and threatened flora species and habitat features shall be undertaken. 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 (condition E34).	Pre-Construction Construction	Compliant and Ongoing	ETTT is in compliant with this condition through implementation of the DP&E approved Flora and Fauna Management Plan(FFMP). Pre-clearing inspections are part of the ETTT vegetation clearing process and permits are completed for all clearing works. Ecologists are on-site during clearance of habitat trees.
	Nest Box Plan	E15.		Prior to the commencement of construction work that would result in the disturbance of vegetation with habitat trees (or as otherwise agreed by the Director General), a Nest Box Plan to provide replacement hollows for displaced fauna shall be prepared in consultation with the relevant Council(s). The Plan, to be incorporated into the Construction Environmental Management Plan (condition E33) and Biodiversity Offset Package (condition C8), shall detail the number and type of nest boxes to be installed, which shall be justified based on the number and type of hollows removed (based on pre clearing surveys), the density of hollows in the area to be cleared and in adjacent areas, and the availability of adjacent food resources. The Plan shall also consider the relocation of any hollows removed from the site to provide for potential nesting habitat. The Plan shall also provide details of maintenance protocols for the nest boxes installed including responsibilities, timing and duration.	Pre-Construction Construction	Compliant and Ongoing	<p>A Nest Box Plan has been developed to assist in complying with this requirement (Consultation was offered to OEH). ETTT is in compliant through implementation of the Nest Box Management Plan (NBMP). Management of this condition have been outlined in:</p> <ul style="list-style-type: none"> <li>• NBMP Section 1.3 Objectives</li> <li>• NBMP Table 3: Hollow-bearing trees to be removed</li> <li>• NBMP Section 5.1 Nest Boxes Implementation</li> <li>• NBMP Table 5 Nest Box Dimensions for Target Species</li> <li>• NBMP Section 5.3 Hollow and Log Salvage and Reinstatement</li> <li>• NBMP Section 6 Monitoring</li> <li>• NBMP Section 7 Recording and Maintenance</li> </ul> <p>Consultation with Hornsby Shire Council was undertaken 29 Oct 2013 (Council had no objections).</p> <p>A total of 17 tree hollows have been removed and some 42 nest boxes have been installed to date (8 more than required by the NBP).</p>
TRANSPORT AND ACCESS							

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	Road Dilapidation	E16.		<p>Upon determining the haulage route(s) for construction vehicles associated with the SSI, and prior to use of the haulage route(s) by heavy vehicles, an independent and qualified person or team shall undertake a Road Dilapidation Report on local roads from the construction access/ egress point(s) to the arterial road network. The report shall assess the current condition of the road and describe mechanisms to restore any damage that may result due to traffic and transport related to the construction of the SSI, during construction. The Report shall be submitted to the relevant road authority for review prior to use of the haulage routes(s).</p> <p>Following completion of construction, a subsequent report shall be prepared to assess any damage that may have resulted from the construction of the SSI.</p> <p>Measures undertaken to restore or reinstate roads affected by the SSI shall be undertaken in a timely manner, in accordance with the reasonable requirements of the relevant road authority, and at the full expense of the Proponent.</p>	Pre-Construction Post-Construction	Compliant and Ongoing	Surveys have been completed and the reports have been sent to the road authorities in accordance with this requirement. ETTT is in compliance with this condition through implementation of the DP&E approved ETTT Traffic Management And Access Plan.
	Access	E17.		Safe pedestrian and cyclist access through or around worksites shall be maintained during construction. In circumstances where pedestrian and cyclist access is restricted due to construction activities, a feasible and reasonable alternate route shall be provided and signposted.	Construction	Compliant and Ongoing	Construction has been conducted in a manner that complies with this requirement. Where pedestrian and cyclist access is restricted due to construction activities, a feasible and reasonable alternate route shall be provided and signposted.
		E18.		<p>Construction vehicles (including staff vehicles) associated with the SSI shall be managed to:</p> <ul style="list-style-type: none"> <li>(a) minimise parking or queuing on public roads;</li> <li>(b) minimise the use of local roads (through residential streets and town centres) to gain access to construction sites and compounds;</li> <li>(c) minimise traffic past schools and child care centres, particularly during opening and closing periods; and</li> <li>(d) adhere to the nominated haulage routes identified in the Construction Traffic Management Plan (condition E34).</li> </ul>	Pre-Construction Post-Construction	Non Conformance	<p>ETTT staff and contractors are trained via the project induction and periodic toolbox talks to minimise impacts to public and local roads, schools and keep to nominated haulage routes. There has been some non compliances against Condition E18(d).</p> <p>On the second of March 2015 during delivery of 200t ballast to gate E5 for temporary backfilling of cess drain excavation it was identified that delivery trucks were turning right out of The Crescent into Beecroft road. This is a non compliance against the project VMP.</p> <p>The non-compliance was identified by a member of the public and reported to the Project.</p>
		E19.		The Proponent shall ensure all lane and road closures and diversions are minimised and carried out to the satisfaction of the relevant road authority.	Construction	Compliant and Ongoing	Road occupancy Licences has been obtained from the road authority as required (Hornsby Council). No concerns that haven't been remedied have been raised.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	PROPERTY AND BUSINESS IMPACTS	E20.		Access to property shall be maintained during construction unless otherwise agreed with the property owner in advance. Access that is physically affected by the infrastructure activity shall be reinstated to at least an equivalent standard, in consultation with the property owner.	Pre-Construction Post-Construction	Compliant and Ongoing	<p>No access has been affected during the reporting period. ETTT is in compliance with this condition through implementation of the ETTT Traffic Management And Access Plan (TMAP). Management of this condition have been outlined in:</p> <ul style="list-style-type: none"> <li>• Traffic Management Plan (TMP) provide detailing work area and any modification to traffic patterns and property access and parking facilities.</li> <li>• Section 9 Access Gates, access to private properties shall be maintained during construction unless otherwise agreed with property owners in advance.</li> <li>• Section 10 New Road Accesses, consultation with TPD's property groups</li> <li>• Section 22 Implementation of Mitigation Measures No.12</li> </ul>

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	AIR QUALITY	E21.		The SSI shall be constructed in a manner that minimises dust emissions from the site, including wind-blown and traffic-generated dust and tracking of material onto public roads. All activities on the site shall be undertaken with the objective of minimising visible emissions of dust from the site. Should such visible dust emissions occur at any time, the Proponent shall identify and implement feasible and reasonable dust mitigation measures, including cessation of relevant works, as appropriate, such that emissions of visible dust cease.	Pre-Construction Post-Construction	Compliant and Ongoing	<p>Constructed has been completed in a manner that minimises dust emissions from the site. A Construction Air Quality Management Plan which has been developed in consultation with relevant Councils has been prepared to assist in complying with this requirement. The mitigation measures have been outlined in Table 4 of the AQDM. Where dust has been observed, foreman and EC complete a site inspection to determine additional mitigation measures. Water carts are in use continuously on project and are readily available if required at specific locations.</p> <p>Surveillance is carried out by Environmental Coordinators to ensure that dust management measures are in place and functional.</p> <p>Additional key dust mitigation methods applied onsite included:</p> <ul style="list-style-type: none"> <li>• The installation of a of vacuum attachment for the bulk earthwork surface miner.</li> <li>• Use of Gerni water blaster and water cart for rock breaking and grinding.</li> <li>• Installation of a dust suppression system (high pressure water sprays) to the ERKAT attachment grinders</li> <li>• Use of dust suppression system on bulk earthworks surface profiler.</li> <li>• A water supply (hosing) has bee installed along the ATF fencing adjacent Wongala Cres to provide water to provide dust suppression.</li> <li>• A trial is currently underway of 3 dust suppression water additives (Dustex and Polo Citrus branded products) to increase the wet ability and dust suppression abilities of water used on the ERKAT and Surface Profiler. This trial has been viewed by the EPA (10/4/14) and will continue until a preferred product and additive concentration is identified.</li> </ul>
SOIL, WATER QUALITY AND HYDROLOGY							

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	Construction Soil and Water Management	E22.		Soil and water management measures consistent with <i>Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition</i> (Landcom, 2004) shall be employed during the construction of the SSI to minimise soil erosion and the discharge of sediment and other pollutants to land and/or waters.	Pre-Construction Post-Construction	Compliant and Ongoing	A Construction Soil and Water Quality Management Plan has been developed in consultation with the Department of Primary Industries (DPI) and relevant Councils to assist in complying with the requirements of this condition. A Soil Conservationist has been contracted to the Project and provides advice to assist the Project in complying with this condition.
		E23.		Where available and practicable, and of appropriate chemical and biological quality, stormwater, recycled water or other water sources shall be used in preference to potable water for construction activities, including concrete mixing and dust control.	Construction	Compliant and Ongoing	ETTT operated an onsite water treatment facility. All site potholing trucks wastewater was processed at this facility for onsite reuse. The water treatment facility is a filter press system which separates soil and water. The water is stored in tanks and tested for pH levels prior to reuse onsite as dust suppression. The water treatment plant has been decommissioned during this period as construction nears completion. Currently, water collected in sediment traps and excavations are used for dust suppression in most instances.
	PROPERTY AND BUSINESS IMPACTS	E24.		The Proponent shall design and construct the SSI with the objective of minimising impacts to, and interference with, third party property and infrastructure, and that such infrastructure and property is protected during construction and operation.	Design Construction	Compliant and Ongoing	The project notes these conditions and is working to minimising such impacts to third party property owners.
	Impacts to Third Party Property and Structures	E25.		<p>The Proponent shall, prior to the commencement of construction for each part of the SSI that may impact on surrounding properties at risk from damage:</p> <p>(a) where agreed with the property owner, undertake independent inspections of these properties prior to construction in accordance with AS 4349.1 'Inspection of Buildings'. This inspection shall be undertaken by appropriately qualified and experienced persons, and report on property features that may be affected by construction;</p> <p>(b) contact the owners of all buildings on which property inspections are to be conducted 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;</p>	Pre-Construction	Compliant and Ongoing	Consultation with affected property owners is ongoing. All property owners who have accepted the offer for a condition survey have received the report. No further surveys for preconstruction works are required.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		E25.	(c)	provide a copy of the property inspection report to the owner of each property inspected prior to construction that could affect the property;	Pre-Construction	Compliant and Ongoing	Consultation with affected property owners is ongoing. All property owners who have accepted the offer for a condition survey have received the report. No further surveys for preconstruction works are required.
			(d)	determine an appropriate property vibration criteria and management and protection measures to ensure that property damage (including cosmetic damage) will be avoided; and			
			(e)	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. Reports advising on the risk of damage to properties shall be made available upon request to the Director General.			
		E26.		Any damage caused to property as a result of the SSI shall be rectified or the property owner compensated, within a reasonable timeframe, with the costs borne by the Proponent. This condition is not intended to limit any claims that the property owner may have against the Proponent.	Construction	Compliant and Noted	Any damage to private property reported is investigated and if found to be a result of the project is repaired at no cost to the owner.
VISUAL AMENITY							
		E27.		The SSI shall be constructed in a manner that minimises visual impacts resulting from construction compounds. Where feasible and reasonable, this shall include retaining existing vegetation around the perimeter of construction compounds, providing permanent landscaping to soften views of compounds, minimising light spillage, and incorporating treatments and finishes within key elements of temporary structures that reflect the context within which the compounds are located.	Construction	Compliant and Ongoing	ETTT is in compliance with this condition through implementation of the Compound and Ancillary Facility Management Plan (CAFMP). Management of this condition have been outlined in: <ul style="list-style-type: none"> <li>• CAFMP Section 3.6</li> <li>• CAFMP Attachment A Management and Mitigation Measures</li> </ul> ECMs contain vegetation to be retained for visual screening (ETTT-ETTTAL-PE-000921)
REHABILITATION							
		E28.		Where land associated with construction sites are not proposed to be utilised as part of the operational stage of the SSI, the Proponent shall ensure that these sites are fully rehabilitated to either the same level or better than their pre-construction condition, and that rehabilitation activities are commenced prior to the operation of the SSI, in consultation with the relevant landowner.	Construction	Compliant and Noted	This condition has not been activated during this reporting period.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	ANCILLARY FACILITIES	E29.		<p>Unless otherwise approved by the Director General, the location of Ancillary Facilities, not identified in the documents listed in B1, shall:</p> <ul style="list-style-type: none"> <li>(a) be located more than 50 metres from a waterway;</li> <li>(b) be located within or as close as possible to where the SSI is being carried out;</li> <li>(c) have ready access to the road network;</li> <li>(d) be located to minimise the need for heavy vehicles to travel through residential areas;</li> <li>(e) be sited on relatively level land;</li> <li>(f) be separated from nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant);</li> <li>(g) not require vegetation clearing beyond that already required by the SSI;</li> <li>(h) not impact on heritage items (including areas of archaeological sensitivity) beyond those already impacted by the SSI;</li> <li>(i) not unreasonably affect the land use of adjacent properties;</li> <li>(j) be above the 20 ARI flood level unless a contingency plan to manage flooding is prepared and implemented; and</li> <li>(k) provide sufficient area for the storage of raw materials to minimise, to the greatest extent practical, the number of deliveries required outside standard construction hours.</li> </ul> <p>The location of the ancillary facilities shall be identified in the Construction Environmental Management Plan (condition E33) and include consideration of the above criteria. Where the above criteria cannot be met for any proposed ancillary facility, the Proponent shall demonstrate to the satisfaction of the Director-General that there will be no significant adverse impact from that facility's construction or operation. Such assessment(s) can be submitted separately or as part of the Construction Environmental Management Plan.</p>	Construction	Compliant and Noted	ETTT is in compliance with this condition through implementation of the Compound and Ancillary Facility Management Plan (CAFMP) which was DP&E approved on 25 October 2013 (ETTT-ETTTAL-PE-001408). The use of the Epping Bowling Club (15/10/13), Wicks Road North Ryde (18/11/13; 30/1/14; 20/3/14; 1/4/14) and Talavera Road (2/6/14; 29/7/14) construction compound facilities were approved by the Director General.

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		E30.		The Director General's approval is not required for minor ancillary facilities (e.g. lunch sheds, office sheds and portable toilet facilities and minor stockpiles) that do not comply with the criteria set out in condition E29 of this approval and which:	Construction	Compliant and Noted	Construction Compound and Ancillary Facility Management Plans has been developed to assist in complying with this Condition. Compound facilities at Wongala Crescent Beecroft and 1A Talavera Road North Ryde that comply with these conditions has been approved by the Environmental Representative through an amendment to the Compound and Ancillary Facility Management Plans Amendment.
			(a)	are located within an active construction zone within the rail corridor; and			
			(b)	have been assessed by the Environmental Representative to have:			
				(i) minimal amenity impacts to surrounding residences, with consideration of matters such as noise and vibration impacts, traffic and access impacts, dust and odour impacts and visual (including light spill) impacts; and			
				(ii) minimal environmental impact in respect to waste management, listed flora and fauna communities, soil and water and heritage not beyond those approved for the project; and			
			(c)	have environmental and amenity impacts that can be managed through the implementation of environmental measures detailed in a site specific Environmental Control Map, consistent with the measures identified in the Construction Environment Management Plan for the project.			
		E31.		All Ancillary Facilities shall be rehabilitated to at least their pre-construction condition, unless otherwise agreed by the landowner where relevant.	Construction	Compliant and Noted	Construction Compound and Ancillary Facility Management Plans has been developed to assist in complying with this Condition. This condition has not been activated during this reporting period.



CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	ENVIRONMENTAL REPRESENTATIVE	E32.		<p>Prior to the commencement of construction of the SSI, 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 Environmental Representative(s) for the duration of construction, or as otherwise agreed by the Director General. The Environment Representative(s) shall:</p> <ul style="list-style-type: none"> <li>(a) be the principal point of advice in relation to the environmental performance of the SSI;</li> <li>(b) monitor the implementation of environmental management plans and monitoring programs required under this approval and advise the Proponent upon the achievement of these plans/ programs;</li> <li>(c) have responsibility for considering and advising the Proponent on matters specified in the conditions of this approval, and other licences and approvals related to the environmental performance and impacts of the SSI;</li> <li>(d) ensure that environmental auditing is undertaken in accordance with the Proponent's Environmental Management System(s);</li> <li>(e) be given the authority to approve/ reject minor amendments to the Construction Environment Management Plan. What constitutes a "minor" amendment shall be clearly explained in the Construction Environment Management Plan (condition E33);</li> <li>(f) be given the authority and independence to advise on reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts; and</li> <li>(g) be consulted in responding to the community concerning the environmental performance of the SSI where the resolution of points of conflict between the Proponent and the community is required.</li> </ul>	Construction	Complete	ETTT is in compliant of this condition through engagement of an independent Environmental Representative by TfNSW.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN	E33.		<p>Prior to the commencement of construction, or as otherwise agreed by the Director General, the Proponent shall prepare and implement (following approval) a Construction Environmental Management Plan for the SSI. The Plan shall outline the environmental management practices and procedures that are to be followed during construction, and shall be prepared in consultation with the relevant government agencies and Council(s) in accordance with the <i>Guideline for the Preparation of Environmental Management Plans</i> (DIPNR, 2004). The Plan shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>(a) a description of activities to be undertaken during construction of the SSI (including staging and scheduling);</li> <li>(b) statutory and other obligations that the Proponent is required to fulfil during construction, including approvals, consultations and agreements required from authorities and other stakeholders under key legislation and policies;</li> <li>(c) a description of the roles and responsibilities for relevant employees involved in the construction of the SSI, including relevant training and induction provisions for ensuring that employees, including contractors and sub-contractors are aware of their environmental and compliance obligations under these conditions of approval;</li> <li>(d) an environmental risk analysis to identify the key environmental performance issues associated with the construction phase; and</li> <li>(e) details of how environmental performance would be managed and monitored to meet acceptable outcomes, including what actions will be taken to address identified potential adverse environmental impacts (including any impacts arising from the staging of the construction of the SSI). In particular, the following environmental performance issues shall be addressed in the Plan: <ul style="list-style-type: none"> <li>(i) compounds and Ancillary Facilities;</li> <li>(ii) ecological impacts;</li> <li>(iii) noise and vibration;</li> <li>(iv) traffic and access;</li> <li>(v) soil and water quality and spoil;</li> <li>(vi) groundwater and groundwater discharge;</li> </ul> </li> </ul>	Construction	Compliant and Noted	A Construction Environmental Management Plan (CEMP) has been developed in consultation with relevant government agencies and Councils to assist in complying with this requirement. The CEMP was approved by DP&E on 25/10/13.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		E33.		<p>(vii) soil contamination, groundwater contamination, hazardous material and waste;</p> <p>(viii) air quality and dust;</p> <p>(ix) landscape and visual amenity;</p> <p>(x) management of Aboriginal and historic heritage; and</p> <p>(xi) hazard and risk.</p> <p>The Plan shall be submitted for the approval of the Director General no later than one month prior to the commencement of construction, or as otherwise agreed by the Director General. The Plan may be prepared in stages, however, construction works shall not commence until written approval has been received from the Director General.</p> <p>Note: The approval of a Construction Environmental Management Plan does not relieve the Proponent of any requirement associated with this SSI approval. If there is an inconsistency with an approved Construction Environmental Management Plan and the conditions of this SSI approval, the requirements of this SSI approval prevail.</p>	Construction	Compliant and Noted	A Construction Environmental Management Plan (CEMP) has been developed in consultation with relevant government agencies and Councils to assist in complying with this requirement. The CEMP was approved by DP&E on 25/10/13.
		E34.		As part of the Construction Environmental Management Plan for the SSI required under condition E33 the Proponent shall prepare and implement:			

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		E34.	(a)	<p>a Construction Compound and Ancillary Facilities Management Plan to detail the management of construction compounds and Ancillary Facilities associated with the SSI. The Plan shall include but not be limited to:</p> <p>(i) a description of each facility, its components and the surrounding environment;</p> <p>(ii) details of the activities to be carried out at each facility, including the hours of use and the storage of dangerous and hazardous goods;</p> <p>(iii) an assessment against the locational criteria outlined in condition E29;</p> <p>(iv) 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;</p> <p>(v) identification of the timing for the completion of activities at the facility and how the site will be decommissioned (including any necessary rehabilitation); and</p>	Pre-Construction	Non Conformance	<p>A Construction Compound and Ancillary Facilities Management Plan has been developed to assist in complying with this requirement. The Plan was approved as part of the CEMP approval on 25/10/13. There have been some non conformances with the requirements of this plan.</p> <p>During an Environmental Representative inspection on the 27th of December it was identified that an alternative access route was in operation into the stockpiling area of Talavera Compound. The alternate access was not approved under the CCAFMP and Talavera Road ECM. The alternate access was in operation for the 26 - 31 December 2014 Rail shutdown possession.</p>
			(vi)	(vi) mechanisms for the monitoring, review and amendment of this Plan.			
		E34.	(b)	<p>a Construction Noise and Vibration Management Plan to detail how construction noise and vibration impacts will be minimised and managed. The Plan shall be consistent with the guidelines contained in the Interim Construction Noise Guidelines (DECC, 2009). The Plan shall be developed in consultation with the EPA and shall include, but not be limited to:</p> <p>(i) identification of sensitive receivers and relevant construction noise and vibration goals applicable to the SSI stipulated in this approval;</p> <p>(ii) details of construction activities and an indicative schedule for construction works, including the identification of key noise and/or vibration generating construction activities (based on representative construction scenarios, including at ancillary facilities) that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers, particularly residential areas;</p>	Construction	Compliant and Ongoing	A Construction Noise and Vibration Management Plan has been developed (consultation offered to the EPA) to assist in complying with the requirements of this condition. This Plan was approved as part of the CEMP approval on 25/10/13.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
				<p>(iii) identification of feasible and reasonable measures proposed to be implemented to minimise and manage construction noise impacts (including construction traffic noise impacts);</p> <p>(iv) a Blast Management Plan (condition E8), if relevant;</p> <p>(v) identification of feasible and reasonable procedures and mitigation measures to ensure relevant vibration criteria are achieved, including applicable buffer distances for vibration intensive works, use of low-vibration generating equipment/ vibration dampeners or alternative construction methodology, and pre- and post- construction dilapidation surveys of sensitive structures where vibration is likely to result in damage to buildings and structures (including surveys being undertaken immediately following a monitored exceedance of the criteria);</p> <p>(vi) a description of how the effectiveness of mitigation and management 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; and</p> <p>(vii) mechanisms for the monitoring, review and amendment of this Plan.</p>	Construction	Compliant and Ongoing	A Construction Noise and Vibration Management Plan has been developed (consultation offered to the EPA) to assist in complying with the requirements of this condition. This Plan was approved as part of the CEMP approval on 25/10/13.
E34.	(c)			<p>A Construction Traffic Management Plan to manage construction traffic and transport access impacts of the SSI. The Plan shall be developed in consultation with and meet the reasonable requirements of the relevant road authority, and/ or transport operator, and shall include but not be necessarily limited to:</p> <p>(i) identification of construction traffic routes and construction traffic volumes (including heavy vehicle/ spoil haulage) on these routes;</p> <p>(ii) details of vehicle movements for construction sites and site compounds including parking, dedicated vehicle turning areas, and ingress and egress points;</p> <p>(iii) identification of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, property access, including details of oversize load movements;</p>	Construction	Non Conformance	<p>This Plan was approved as part of the CEMP approval on 25/10/13. However as detailed above there has been some non compliances for Condition E34(c).</p> <p>On the second of March during delivery of 200t ballast to gate E5 for temporary backfilling of cess drain excavation it was identified that delivery trucks were turning right out of The Crescent into Beecroft road. This is a non compliance against the project VMP.</p> <p>The non-compliance was identified by a member of the public and reported to the Project</p>

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
				<ul style="list-style-type: none"> <li>(iv) identification of potential traffic noise impacts, sensitive receivers and sensitive times of the day;</li> <li>(v) details of management measures to minimise traffic impacts, including driver training, temporary road work traffic control measures, onsite vehicle queuing and parking areas and management measures to minimise peak time congestion and measures to ensure safe pedestrian and cycle access;</li> <li>(vi) a response plan which sets out a proposed response to any traffic, construction or other incident; and</li> <li>(vii) mechanisms for the monitoring, review and amendment of this Plan.</li> </ul>	Construction	Non Conformance	<p>This Plan was approved as part of the CEMP approval on 25/10/13. However as detailed above there has been some non compliances for Condition E34(c).</p> <p>On the second of March during delivery of 200t ballast to gate E5 for temporary backfilling of cess drain excavation it was identified that delivery trucks were turning right out of The Crescent into Beecroft road. This is a non compliance against the project VMP.</p> <p>The non-compliance was identified by a member of the public and reported to the Project</p>
		E34.	(d)	<p>A Construction Soil and Water Quality Management Plan to manage soil, surface and groundwater impacts during construction of the SSI. The Plan shall be developed in consultation with the DPI and relevant Council(s) and include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>(i) details of construction activities and their locations, which have the potential to impact on human health and the environment, including water courses, stormwater flows, and groundwater;</li> <li>(ii) surface water and ground water impact assessment criteria consistent with the principles of the Australian and New Zealand Environment Conservation Council (ANZECC) guidelines;</li> <li>(iii) management measures to be used to minimise surface and groundwater impacts, including details of how spoil and fill material required by the SSI will be sourced, handled, stockpiled, reused and managed; erosion and sediment control measures; groundwater interception, dewatering, storage and disposal measures; and the consideration of flood events;</li> <li>(iv) management measures for contaminated soils, material and groundwater, and a contingency plan to be implemented in the case of unanticipated discovery of contaminants during construction (including a Contamination Management Plan and Asbestos Management Plan);</li> </ul>	Construction	Non Conformance	<p>A Construction Soil and Water Quality Management Plan has been developed in consultation with the Department of Primary Industries (DPI) and relevant Councils to assist in complying with the requirements of this condition. This Plan was approved as part of the CEMP approval on 25/10/13. During the reporting period there was a non conformance against this plan.</p> <p>On Wednesday 9 April 2015, it was noted during the routine ER inspection of the site at Cheltenham Drainage works that there was no 'permit to pump' in place for pumping of water around the excavation. (Clean water diversion)</p> <p>The contractor advised that he didn't think that clean water diversion around worksite would require a permit like dewatering from a pit or an excavation. The pumped water was clean water diversion from existing stormwater pipe and no environmental harm has occurred.</p>

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
				<p>(v) 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 undertaken, the locations where monitoring would take place, how the results of the monitoring would be recorded and reported, and, if any exceedance of the criteria is detected how any non-compliance can be rectified. This shall include the requirements of the Water Quality Monitoring Program (condition C17); and</p> <p>(vi) mechanisms for the monitoring, review and amendment of this Plan.</p>			
		E34.	(e)	<p>a Construction Heritage Management Plan to detail how construction impacts on Aboriginal and Historic heritage will be minimised and managed. The Plan shall include, but not necessarily be limited to:</p> <p>(i) In relation to Aboriginal Heritage:</p> <p>I. developed in consultation with registered Aboriginal stakeholders where Aboriginal Heritage impacts are identified;</p> <p>II. procedures for dealing with previously unidentified Aboriginal objects (excluding human remains) including cessation of works in the vicinity, assessment of the significance of the item(s) and determination of appropriate mitigation measures including when works can re-commence by a suitably qualified archaeologist in consultation with the Department and registered Aboriginal stakeholders and assessment of the consistency of any new Aboriginal heritage impacts against the approved impacts of the SSI, and registering of the new site in the OEH's Aboriginal Heritage Information Management System (AHIMS) register;</p> <p>III. procedures for dealing with human remains, including cessation of works in the vicinity and notification of the Department, NSW Police Force, OEH and registered Aboriginal stakeholders and not recommencing any works in the area unless authorised by the OEH and/ or the NSW Police Force;</p>	Construction	Compliant and Ongoing	<p>A Construction Heritage Management Plan has been developed in consultation with relevant organisations and groups to assist in complying with the requirements of this condition. This Plan was approved as part of the CEMP approval on 25/10/13.</p>
				<p>I. developed in consultation with registered Aboriginal stakeholders where Aboriginal Heritage impacts are identified;</p> <p>II. procedures for dealing with previously unidentified Aboriginal objects (excluding human remains) including cessation of works in the vicinity, assessment of the significance of the item(s) and determination of appropriate mitigation measures including when works can re-commence by a suitably qualified archaeologist in consultation with the Department and registered Aboriginal stakeholders and assessment of the consistency of any new Aboriginal heritage impacts against the approved impacts of the SSI, and registering of the new site in the OEH's Aboriginal Heritage Information Management System (AHIMS) register;</p> <p>III. procedures for dealing with human remains, including cessation of works in the vicinity and notification of the Department, NSW Police Force, OEH and registered Aboriginal stakeholders and not recommencing any works in the area unless authorised by the OEH and/ or the NSW Police Force;</p>	Construction	Compliant and Ongoing	<p>A Construction Heritage Management Plan has been developed in consultation with relevant organisations and groups to assist in complying with the requirements of this condition. This Plan was approved as part of the CEMP approval on 25/10/13.</p>

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
				<p>IV. heritage training and induction processes for construction personnel (including procedures for keeping records of inductions) and obligations under the conditions of this approval including site identification, protection and conservation of Aboriginal cultural heritage; and</p> <p>V. procedures for ongoing Aboriginal consultation and involvement for the duration of the SSI; and</p> <p>(ii) In relation to Historic Heritage:</p> <p>I. developed in consultation with the NSW Heritage Council and the relevant Council;</p> <p>II. identification of Heritage items directly and indirectly affected by the SSI;</p> <p>III. details of management measures to be implemented to prevent and minimise impacts on heritage items (including further heritage investigations, archival recordings and/ or measures to protect unaffected sites during construction works in the vicinity);</p> <p>IV. details of monitoring and reporting requirements for impacts on heritage items; and</p> <p>V. procedures for dealing with previously unidentified relics, including cessation of works in the vicinity, assessment of the significance of the item(s) and determination of appropriate mitigation measures including when works can re-commence by a suitably qualified and experienced archaeologist in consultation with the OEH and RailCorp heritage specialist and the Department, and assessment of the consistency of any new heritage impacts against the approved impacts of the SSI.</p> <p>(iii) heritage training and induction processes for construction personnel (including procedures for keeping records of inductions) and obligations under the conditions of this approval including site identification, protection and conservation of Aboriginal and historic heritage; and</p> <p>(iv) mechanisms for the monitoring, review and amendment of this Plan.</p>			



CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
		E34.	(f)	<p>a Construction Flora and Fauna Management Plan to detail how construction impacts on ecology will be minimised and managed. The Plan shall be developed in consultation with the OEH and relevant Councils and shall include, but not necessarily be limited to:</p> <p>(i) plans for impacted and adjoining areas showing vegetation communities; important flora and fauna habitat areas; locations where threatened species, populations or ecological communities have been recorded; including pre-clearing surveys to confirm the location of threatened flora and fauna species and associated habitat features;</p> <p>(ii) the identification of areas to be cleared and details of management measures (such as fencing, clearing procedures, removal and relocation of fauna during clearing, habitat tree management and construction worker education) to avoid any residual habitat damage or loss and to minimise or eliminate time lags between the removal and subsequent replacement of habitat. Specifically, temporary fencing is to be placed around all retained vegetation areas containing <i>Epacris purpurascens</i> var. <i>purpurascens</i> in the vicinity of the construction footprint; vegetation management plan(s) for sites where vegetation is proposed to be retained and adjacent to the construction footprint;</p> <p>(iii) identification of measures to reduce disturbance to bats and nocturnal birds (and other sensitive fauna);</p> <p>(iv) weed management measures focusing on early identification of invasive weeds and effective management controls;</p> <p>(v) rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas (including duration of the implementation of such measures);</p> <p>(vi) a description of how the effectiveness of these management measures would be monitored;</p>	Construction	Non conformance	<p>A Construction Flora and Fauna Management Plan has been developed in consultation with relevant Councils (Consultation was offered to OEH) to assist in complying with the requirements of this condition. This Plan was approved as part of the CEMP approval on 25/10/13.</p> <p>On the 3rd of April excavation for the retaining wall construction near the Beecroft substation (RW17) has caused damage to a number of tree roots. The tree roots are within the project impact area, with two of trees containing part of the trunk within the project area, two others have the main bodies of the trees outside the project footprint. There was a miscommunication between the Area Foreman, Engineer and the environmental team where advice from the environment team on completing slit trenching in the area with a vacuum truck - with Arborist attendance - for tree root assessment, prior to the main excavation was not undertaken.</p> <p>Consequently it was not realised until after the tree roots had been cut by the excavator that the roots were critical to the trees' health. After the roots were cut an arborist carried out an inspection and provided a report advising that roots within three trees' structural root zone had been damaged and therefore the trees would require removal. Subsequent discussions with the arborist suggested that retention might be possible following pruning and root treatment, however this still under investigation and may not ultimately be achievable.</p>

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
				<p>(vii) a procedure for dealing with fauna and unexpected EEC/ threatened species identified during construction, including cessation of work and notification of the Department, determination of appropriate mitigation measures (including relevant re-location measures) and updating of ecological monitoring and/ or biodiversity offset requirements; and</p> <p>(viii) mechanisms for the monitoring, review and amendment of this Plan.</p>			
		E34.	(g)	<p>a Construction Air Quality Management Plan to detail how construction impacts on air quality will be minimised and managed. The Plan shall be developed in consultation with relevant Councils and shall include, but not necessarily be limited to:</p> <p>i. the identification of potential sources of dust;</p> <p>ii. dust management objectives;</p> <p>iii. management and mitigation measures to be implemented, including measures during weather conditions where high level dust episodes are probable (such as strong winds in dry weather);</p> <p>iv. a monitoring program to assess compliance with the identified objectives;</p> <p>v. mechanisms for the monitoring, review and amendment of this plan.</p>	Construction	Compliant and Ongoing	A Construction Air Quality Management Plan has been developed in consultation with relevant Councils to assist in complying with the requirements of this condition. This Plan was approved as part of the CEMP approval on 25/10/13.
HERITAGE							
<b>SCHEDULE F - OPERATIONAL ENVIRONMENTAL MANAGEMENT</b>							
		F1		Prior to the commencement of operation, the Proponent shall incorporate the SSI into existing environmental management systems administered by the Proponent and prepared in accordance with the AS/NZS ISO 14000 Environmental Management System series or equivalent.	Pre-Operation	Compliant and Ongoing	Noted
	Operational Noise and Vibration Compliance Monitoring and Assessment	F2		The Proponent shall undertake noise and vibration compliance monitoring and assessments to confirm the predictions of the noise assessment and mitigations referred to in the ONVR (condition C4). The noise and vibration compliance assessment shall be developed in consultation with the EPA and be undertaken at twelve months, 5 years and 10 years of the commencement of operation of the SSI, or as otherwise agreed by the Director-General. The assessment shall include, but not necessarily be limited to:	Pre-Operation	Compliant and Ongoing	The proponent will undertake monitoring in accordance with this Condition.

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
			(a)	noise and vibration monitoring and compliance assessment, to assess compliance with conditions C1 to C3 of this approval and the ONVR;	Pre-Operation	Compliant and Ongoing	The proponent will undertake monitoring in accordance with this Condition.
			(b)	an assessment methodology and the outcomes of the Source Noise Monitoring Plan and other relevant Rail Noise Initiatives developed and implemented for the SSI (condition F3);			
			(c)	details of any complaints received relating to operational noise and vibration impacts;			
			(d)	an assessment of the performance and effectiveness of the applied noise and vibration mitigation measures;			
			(e)	any required recalibration of the noise and vibration model, including consideration of freight train movements should the average number of night time trains exceed the projected value used for the noise mitigation design of the ONVR; and			
			(f)	identification, if required, of further noise and vibration mitigation measures to meet the requirements of C1 to C3 of this approval and the objectives identified in the ONVR. An Operational Noise and Vibration Compliance Assessment Report providing the results of the assessment shall be submitted to the Director-General and the EPA within 60 days of its completion and made publicly available. If the assessment indicates an exceedance of the noise and vibration objectives and predictions identified in the ONVR, the Proponent shall implement further feasible and reasonable measures to mitigate these exceedances in consultation with affected property owners (where required).			
	Rail Noise Initiatives	F3		The Proponent shall ensure that the rail corridor associated with the SSI is considered in the development of initiatives to manage existing noise across the rail network. Where feasible and reasonable, initiatives that would address broader rail noise should be implemented as they relate to the SSI corridor. The implementation of these initiatives shall be reported in the Operational Noise and Vibration Compliance and Monitoring Assessment Report (condition F2).	Pre-Operation	Compliant and Ongoing	Please refer to the ONVR
DESIGN AND LANDSCAPING							

CTP No.	Aspect	ID No.	Sub Ref.	Conditions of Approval	Phase/When Required	Compliance Status	Comment /Evidence
	Maintenance	F4		The ongoing maintenance and operation costs of design and landscaping items and works implemented as part of this SSI 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 Design and Landscape Plan (condition C31).	Pre-Operation	Compliant and Ongoing	Please refer to the UDLP.

# Appendix B

## Compliance Tracking – Revised Environmental Management Measures (REMMs)

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
		Detailed Design					
	<b>Ecology</b>	A.1		Opportunities to further reduce the clearing of native vegetation would be investigated during detailed design.	Design	Compliant and Ongoing	Feedback was sought and received from the community on design elements, including building treatments and landscaping, for the proposed Cheltenham Station during the UDLP consultation period. The UDLP was updated where possible to reflect this feedback.
		A.2		A biodiversity offset strategy would be developed to mitigate the residual impacts of the ETTT proposal. The object of this strategy would be to fulfil the need to improve or maintain biodiversity values, as required under Part 5.1 of the EP&A Act.	Pre-Construction	Compliant and complete	Section 8.4.1 of the EIS
	<b>Noise and vibration</b>	B.1		The PA system at Cheltenham Station would be designed and installed in accordance with applicable best practice standards/guidelines.	Design Construction	Ongoing	Noted. The PA system will be designed and installed in accordance with this REMM
		B.2		Potential noise and vibration impacts during blasting activities would be assessed (where required) during detailed design.	Design	Compliant and complete	Blasting is not proposed.

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
	<b>Design and Visual Amenity</b>	C.1		<p>An urban design and landscape plan would be developed in consultation with RailCorp and Hornsby Shire Council.</p> <p>This plan would include, but not necessarily be limited to details of:</p> <ul style="list-style-type: none"> <li>materials, finishes, colour schemes and maintenance procedures, including graffiti control for structures (including new walls, barriers and fences)</li> <li>location and design of infrastructure including stations, pedestrian pathways/footbridges and street furniture including (where relevant) bus and taxi facilities, bicycle storage, telephones and lighting equipment</li> <li>measures to maintain privacy/screening</li> <li>design detail that is sympathetic to the amenity and character of the local heritage items</li> </ul>	Design	Compliant and Ongoing	<p>The Urban Design and Landscaping Plan has been prepared by ETTT in consultation with RailCorp, relevant Councils and the community. The UDLP was with DP&amp;E for review and approval. AT the time of report writing the plan had been approved (13/05/2014)</p> <p>Key consultation to dates:</p> <ul style="list-style-type: none"> <li>Hornsby Council Submission Report on 20/12/13</li> <li>Sydney Trains comments on 17/12/13</li> <li>Beecroft-Cheltenham Civic Trust comments on 13/12/13</li> <li>Pennant Hills Civic Trust comments on 28/12/13</li> </ul>
		C.1		<ul style="list-style-type: none"> <li>design measures included to meet Transport for NSW Sustainable Design Guidelines Version 2.0</li> <li>total water management principles to be integrated into the design where considered appropriate</li> <li>any other matters which the UDLP is required to address.</li> </ul> <p>The urban design and landscape plan would be placed on public display prior to its finalisation to allow for community ideas and feedback to be considered and adopted, where possible.</p>			<ul style="list-style-type: none"> <li>Two community information sessions have been undertaken on 4 and 7 December 2013</li> </ul>
		C.2		Options for revegetation to provide screening between the Beecroft Station Gardens/playground and the new track would be investigated and detailed in the proposal's urban design and landscape plan. This plan would be developed in consultation with Hornsby Shire Council and made available to the community for comment.	Design	Compliant and Ongoing	Options for revegetation to provide screening between the Beecroft Station Gardens/ playground and the new track are presented in the Urban Design and Landscaping Plan.
		C.3		Minimise light spillage through designing the construction and operation lighting to ensure the site is not over-lit and to minimise additional light spillage from the rail corridor into adjacent properties. This includes consideration of the placement and specification of lighting to minimise any potential increase in light pollution.	Design	Compliant and Ongoing	Lighting has been designed in accordance with this REMM. An example of this is the lightin proposed for Cheltenham Station.

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
		C.4		During the detailed design phase feedback would be sought from the community on design elements, including building treatments and landscaping, for the proposed Cheltenham Station.	Design	Compliant and Ongoing	Feedback was sought and received from the community on design elements, including building treatments and landscaping, for the proposed Cheltenham Station during the UDLP consultation period. The UDLP was updated where possible to reflect this feedback.
	<b>Historic heritage</b>	D.1		The adoption of architectural finishes consistent with the existing, matching the existing head height with the Beecroft Station pedestrian subway structure, and archival recording of the portion of the subway which is to be upgraded. The Statement of Heritage Impact contained in Technical Paper 5 - Historic heritage would be forwarded to Hornsby Shire Council in accordance with Clause 14 of ISEPP.	Design Construction	Compliant and Ongoing	The SOHI has been sent to Council (1/10/13). Archival Recording of the Subway has been completed and the report is currently being compiled. The recording will be sent to Council.
		D.2		Archival recording of the former side platform at Beecroft Station would be undertaken prior to works commencing. Transport for NSW would provide copies of the archival recording to Hornsby Shire Council for its records.	Pre-Construction	Compliant and Ongoing	The archival recording has been completed and the report is currently being compiled. Once complete a copy will be sent to Council.
		D.3		RailCorp would be notified about the proposed impacts to the former side platform at Beecroft Station.	Pre-Construction	Compliant and Ongoing	A Construction Heritage Management Plan has been developed in consultation with relevant organisations and groups to assist in complying with the requirements of this REMM. The EIS also detailed the impacts of the project on the side platform which was reviewed by Sydney Trains (RailCorp).
		D.4		The design for the new bridge crossing Devlins Creek would avoid impacts to the convict-built stone causeway located underneath the former M2 bus ramp.	Pre-Construction	Compliant and Ongoing	The new Bridge crossing has been designed to ensure that there is no direct impacts on the causeway. Protection measures for the causeway have been detailed in Rev 9 of the CHMP which was sent to DP&I for review and approval on 2/4/14.
		D.5		Interpretation signage would be installed at Beecroft Station to allow for the history and former platform configuration to be interpreted.	Pre-Operation	Compliant and Ongoing	Interpretation signage will be installed at Beecroft Station to allow for the history and former platform configuration to be interpreted. The draft signage has been prepared and will go out for targeted consultation in the next reporting period.

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
	<b>Surface and groundwater</b>	E.1		All track drainage would be designed to meet relevant standards and guidelines. This would include designing all drainage to allow for the effects of climate change and storm surcharging as appropriate.	Design	Compliant and Ongoing	The designer AECOM has completed a Climate Change Impact Assessment document that details how drainage has been designed to allow for the effects of climate change.
		E.2		Adequate drainage would be incorporated into the design in locations where cuts are required to manage any groundwater.			
		E.3		Additional investigation/assessment of dewatering requirements would be determined during detailed design.	Design	Compliant and complete	No dewater requirements have been identified during the design process.
		E.4		Where required, water access entitlements, such as groundwater licences, would be obtained for dewatering activities, in accordance with the requirements of the NSW Office of Water's proposed aquifer interference policy.	Pre-Construction	Compliant and complete	It has been determined that due to the nature of the works and the limited interaction with groundwater assets that no licences are required.
		E.5		Potential impacts to two existing groundwater bores located in the vicinity of the proposal would be further investigated during detailed design. Mitigation measures to minimise these impacts would be also developed as required.	Design Construction	Compliant and complete	Golder Associates were commissioned to investigate the likely impacts of the works on two nearby bores. It was determined that the impacts would be negligible. The report was issued on 2 April 2014. ETTT-ETTTAL-PE-001865
	<b>Soils and earthworks</b>	F.1		Further geotechnical investigations would be undertaken during detailed design to confirm soil and rock properties along the alignment and appropriate design responses.	Design Construction	Compliant and complete	Investigations and reporting is ongoing as the need presents.
		F.2		Where required by the Epping to Thornleigh Third Track Phase II Environmental Site Assessment and In-Situ Waste Classification report (Golder Associates 2011), soil contamination testing would be undertaken to delineate any areas which may pose risks to human health or other aspects of the environment. This would include potential for acid sulphate soils, saline soils, asbestos containing materials as well as other types of contamination. Mitigation measures would then be developed to appropriately manage (and where required or as appropriate, remediate) any contamination or saline soils likely to be encountered.	Pre-Construction Construction	Compliant and complete	A Contamination Management Plan has been developed in consultation with DPI and relevant Councils to assist in complying with the requirements of this REMM. The entire corridor has been waste classified by AD Envirotech Pty Ltd. A number of areas have been identified as containing asbestos. These are have been removed from site in accordance with Workcover requirements.
		F.3		Undertake a health and safety risk assessment prior to construction.	Construction	Compliant and complete	The Safety Management Plan has been developed to assist with complying with this requirement.
	<b>Land use and property</b>	G.1		Further investigations into the location of existing utilities and the likely impact to be undertaken. This would include consultation with the asset owners to determine the appropriate measures for relocation.	Design	Compliant and complete	ETTT has completed a Public Utilities Design Report that identified utilities that maybe affected by the SSI prior to construction. Disruption to any service is minimized by constructing all new services for the SSI prior to decommission of existing services.



CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
	<b>Greenhouse gases</b>	H.1		A detailed greenhouse gas assessment, including an inventory of Scope 1, 2 and 3 emissions, would be undertaken once more accurate information is available.	Design Construction	Compliant and complete	A greenhouse gas assessment has been compiled by the detail designer. This assessment will be updated by the Alliance in accordance with the PAA.
	Sustainability	I.1		A detailed assessment of sustainability initiatives is to be undertaken during detailed design using NSW Sustainable Design Guidelines for Rail version 2.0 (Transport for NSW 2011b).	Design Construction	Compliant and complete	The Alliance will comply with the requirements of the Project Alliance Agreement (PAA) this includes the incorporation of energy efficiency and minimisation measures where possible and the Design guidelines.
		I.2		Energy efficiency and minimisation measures e.g. water, power, etc. would be incorporated into the above assessment and relevant measures would be included in construction planning.			
	Construction						
	<b>General environmental management measures</b>	J.1		Construction would be undertaken in accordance with TfNSW's Transport for NSW's ISO 14001 accredited environmental management system.	Construction	Compliant and complete	It is envisaged that The Alliance's EMS and CEMP will ensure the works are undertaken in accordance with the specified document and ISO.
		J.2		A Construction Environmental Management Plan (CEMP) would be prepared prior to construction, which would outline the construction conditions and temporary environmental protection measures to manage the impact of construction activities. The CEMP would be consistent with the environmental management measures documented in this EIS, conditions of approval and the conditions of any licences or permits issued by government authorities.	Pre-Construction Construction	Noted	It is envisaged that The Alliance's EMS and CEMP will ensure the works are undertaken in accordance with the specified document.
		J.3		The CEMP would identify the auditing and inspection requirements and determine the framework for the management of key environmental issues for construction. To address site specific conditions, the CEMP would delegate particular management measures to be incorporated in discrete Environmental Control Maps.	Pre-Construction Construction	Noted	Section 8 of the CEMP.
		J.4		The location of sensitive areas (e.g. threatened species, endangered ecological communities and heritage items) would be clearly identified on Environmental Control Maps, which would be supplied to construction managers and workers.	Pre-Construction Construction	Compliant and complete	The location of sensitive areas (e.g. threatened species, endangered ecological communities and heritage items) are clearly identified on Environmental Control Maps (ECM), which are detailed in the project induction and provided in the various site offices and lunch rooms around the site.

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
		J.5		<p>All workers would be provided with an environmental induction prior to commencing work on site. This induction would include information on the following:</p> <ul style="list-style-type: none"> <li>• ecological values of the site</li> <li>• protection measures to be implemented to protect biodiversity (including weed control, erosion and sediment control, and water quality management) and penalties for breaches</li> <li>• noise and vibration management, including good working practices and measures for reducing the source noise levels of construction equipment by construction planning and equipment selection where practicable.</li> </ul> <p>Basic training in the recognition of Aboriginal cultural heritage material. This training would include information such as the importance of Aboriginal cultural heritage material and places to the Aboriginal and non-Aboriginal community, as well as the legal implications of removal, disturbance and damage to any Aboriginal cultural heritage material and sites.</p>	Pre-Construction Construction	Compliant and complete	A detailed project induction is required to be completed by all staff and works who want to enter the Project area. The induction covers off on these environmental awareness points.
		J.6		A waste management plan would be prepared as part of the CEMP. Construction waste would be managed through the waste hierarchy established under the Waste Avoidance and Recovery Act 2001. All waste requiring off-site disposal would be classified in accordance with the OEH's (2009; formerly DECCW) Waste Classification Guidelines prior to disposal.	Pre-Construction Construction	Compliant and complete	A Waste and Resource Use Management Plan has been developed to assist in complying with the requirement of this REMM. Extensive waste classification sampling has been undertaken by AD Envirotech. The wastes are then taken to appropriately approved disposal facilities.
		J.7		During construction planning, seek to minimise the use of potable water and to identify any potential alternate water sources, including recycled water.	Construction	Compliant and complete	ETTT currently operate an onsite water treatment facility. All site potholing trucks wastewater are being processed for onsite reuse. The water treatment facility is a filter press system which separate soil and water. The water are stored in tanks and tested for pH levels prior to reuse onsite as dust suppression.
		J.8		The CEMP would include measures to manage the potential impacts of construction compound operations. This would include inputs into the traffic management plan to ensure that vehicle movements to and from construction compounds do not impact on surrounding receivers.	Pre-Construction Construction	Compliant and complete	A Compound and Ancillary Facility Management Plan has been developed to assist inc complying with the requirements of the REMM. This plan was approved by DP&I on 25/10/13

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
		J.9		<p>Subject to landowner agreement, building condition surveys would be completed on the following buildings/ structures prior to proximate piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (unless otherwise determined as not being adversely impacted by a qualified geotechnical engineer):</p> <ul style="list-style-type: none"> <li>all buildings/structures/roads within a plan distance of 50 metres from the edge of the works</li> <li>all heritage listed buildings and other sensitive structures within 150 metres from the edge of the works.</li> </ul> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>	Pre-Construction Construction	Compliant and Ongoing	Consultation with affected property owners is ongoing. Four rounds of letters (one registered mail) of offer have been sent out to the affected property owners and around of door knocking has been completed. The current take up is ~70%. The Alliance is compliance with all other aspects of this REMM.
	Stakeholder engagement	K.1		<p>A Community and Stakeholder Involvement Plan would be established prior to construction commencing. The Plan would identify:</p> <ul style="list-style-type: none"> <li>project stakeholders</li> <li>methods to inform the community of the progress and performance of the proposal and issues of interest to the community</li> <li>processes to receive and manage enquiries and complaints</li> </ul>	Pre-Construction	Compliant and Ongoing	A Stakeholder and Community Involvement Plan has been developed to assist in complying with the requirements of this REMM. This plan was approved by DP&I on 13/10/13.
		K.1		<ul style="list-style-type: none"> <li>processes to consult with affected property owners, including property condition surveys, where appropriate</li> <li>protocols to notify stakeholders of relevant activities (e.g. out of hours work and traffic disruptions) and any incidents should they occur e.g. unscheduled service interruptions.</li> </ul>			
		K.2		Newsletters and other communication tools would be distributed to keep the community informed of construction progress, upcoming activities and impacts. This would include providing information on out of hours works and how to find out more about the project and register complaints in relation to the works.			
		K.3		24 hour complaints and enquiry numbers (1800 684 490 and 1800 775 465, respectively) and an email address (projects@transport.nsw.gov.au) would be established for the duration of construction.			

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	<b>Ecology</b>	L.1		All workers would be provided with an environmental induction prior to commencing work on-site. This induction would include information on the ecological values of the site, protection measures to be implemented to protect biodiversity and penalties for breaches.	Construction	Compliant and Ongoing	Section 6.2 of the CEMP. A detailed project induction is required to be completed by all staff and works who want to enter the Project area.
		L.2		Disturbance of vegetation would be limited to the minimum amount necessary to construct the ETTT proposal.	Construction	Compliant and Ongoing	A Construction Flora and Fauna Management Plan has been developed in consultation with relevant Councils (Consultation was offered to OEH) to assist in complying with the requirements of this REMM. This plan was approved by DP&I as part of the CEMP on 25/10/14
		L.3		The limits of clearing would be clearly demarcated on-site (where appropriate) prior to construction to avoid unnecessary vegetation and habitat removal. This could include the installation of fencing around the construction footprint.			
		L.4		Equipment storage, stockpiling of resources and vehicle access would be restricted to designated areas situated on cleared land, where practicable.			
		L.5		Vehicles and other equipment to be used on site would be cleaned to minimise seeds and plant material entering the site to prevent the introduction of further exotic plant species (including Myrtle Rust).			
		L.6		Any culvert that is proposed to be extended would be checked for roosting bats immediately prior to commencement of the culvert works. Culverts would remain open (on at least one side) at all times to allow any roosting bats to fly in or out of the culvert.			
		L.7		Protocols to prevent the introduction and/or spread of chytrid fungus would be implemented. These protocols would be based on the OEH Hygiene Protocol for the Control of Disease in Frogs (DECCW 2008a).	Construction	Compliant and Ongoing	A Construction Flora and Fauna Management Plan has been developed in consultation with relevant Councils (Consultation was offered to OEH) to assist in complying with the requirements of this REMM. This plan was approved by DP&I as part of the CEMP on 25/10/14
		L.8		A trained ecologist would be present during the undertaking of construction activities that are in areas where frogs are likely to occur to enable the capture and relocation of any frogs. Frogs would be moved in a sterile container to the nearest area of similar habitat. Any handling of frogs would be undertaken in accordance with the OEH Hygiene Protocol for the Control of Disease in Frogs (DECCW 2008a).			
		L.9		Riparian and fringing aquatic vegetation would be replanted in disturbed areas immediately after construction to stabilise creek banks.			

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		L.10	Riparian vegetation clearance would be avoided (where possible) to protect soils from erosion. If clearance cannot be avoided, the area of vegetation cleared at any one time would be minimised.			
		L.11	Pre-clearing surveys for <i>Epacris purpurascens</i> var. <i>purpurascens</i> would be undertaken prior to construction by a qualified ecologist. Temporary fencing would be established around any identified remaining populations of <i>Epacris purpurascens</i> var. <i>purpurascens</i> prior to construction to avoid accidental impacts to this species.			
		L.12	Pre-clearing surveys would be undertaken by a trained ecologist to mark out the limits of the Critically Endangered vegetation community, Blue Gum High Forest as listed under the EPBC Act. Temporary fencing would be established around the community prior to construction to avoid accidental impacts during construction.			
		L.13	The clearing of mature (native) and hollow-bearing trees would be minimised as far as practicable.			
		L.14	Any hollow-bearing trees to be felled would be marked on site prior to the clearing of vegetation. The removal of hollow-bearing trees would be undertaken in the presence of a qualified ecologist or wildlife specialist experienced in the rescue of fauna, and in accordance with a tree hollow management protocol (to be included in the CEMP).			
		L.15	Dead wood within the impact area would be relocated into areas of native vegetation adjacent to the proposal site to provide habitat for fauna.			
		L.16	<p>Weed control measures would be developed to manage the dispersal and establishment of weeds during the construction phase of the proposal. This would include the management and dispersal of the following weeds that are known to occur within the rail corridor:</p> <ul style="list-style-type: none"> <li>• exotic perennial grasses, such as <i>Chloris gayana</i>, <i>Eragrostis curvula</i> and <i>Pennisetum clandestinum</i></li> <li>• the noxious weeds listed in Table 3-11 of Technical Paper 1 - Ecology, in accordance with the Noxious Weeds Act 1993.</li> </ul>			

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		L.17		Rehabilitation works would be undertaken for any areas that are likely to require revegetation at the completion of construction works. These rehabilitation works would be undertaken by a qualified bushland regeneration contractor (as part of the CEMP) and are to reflect the vegetation mapped within the vicinity.			
		L.18		Nest boxes would be installed in adjoining/nearby areas of retained vegetation prior to clearing activities at a ratio of 2 nest-boxes for every hollow removed. The proposed biodiversity offset package would provide offset for habitat loss as a result of the proposal.	Construction	Compliant and Ongoing	A Nest Box Plan has been developed to assist in complying with this requirement. A total of 17 tree hollows have been identified during the pre-clearing surveys and some 40 nest boxes have been installed to date (6 more than required by the 2:1 ration detailed in this REMM). The biodiversity Offset package is being prepared and will be submitted for approval in accordance with the requirements of CoA C8.
		L.19		Additional surveys of potential bat roost sites (i.e. large culverts, and under bridge and viaducts) would be undertaken at an appropriate time of year to determine if bats are using such features as temporary diurnal or hibernation roosts. Surveys would be undertaken by an appropriately qualified ecologist. Measures would be implemented where necessary to exclude bats from such roost sites prior to the commencement of and during the winter hibernation periods throughout the project.	Construction	Compliant and complete	<p>A Construction Flora and Fauna Management Plan has been developed in consultation with relevant Councils (Consultation was offered to OEH) to assist in complying with the requirements of this REMM.</p> <p>A bat roost survey was undertaken during the June Possession (15/16 June). The survey report concluded that "The Project is unlikely to result in any impacts on cave-dependant microbats within the Project Alignment. The Project Alignment does not provide suitable roosting or breeding habitat for any of the cave-dependant species, including threatened species listed under the EPBC Act and/or the TSC Act".</p>

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	<b>Noise and vibration</b>	M.1		The construction noise and vibration management plan would take into consideration measures for reducing the source noise levels of construction equipment by construction planning and equipment selection where practicable.	Construction	Compliant and Ongoing	A Construction Noise and Vibration Management Plan has been developed (consultation offered to the EPA) to assist in complying with the requirements of this REMM. This Plan was approved by DP&I on 25/10/13. Significant noise impact reductions have been achieved by the Project through the introduction of industry first construction methodologies namely the introduction of a Vermeer Surface Miner to excavate a number of the large sandstone cuttings. The use of this machinery significantly remove the need to use highly disturbing rock breakers.
		M.2		The construction noise and vibration plan would specifically address the issue of construction traffic noise and identify measures to minimise construction traffic noise impacts.			
		M.3		<p>Mitigation measures documented in the Transport for NSW Construction Noise Strategy would be adopted, as specified in section 7.2.6 of Technical Paper 2 – Noise and vibration. These measures may include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• letter box drops and noise monitoring</li> <li>• individual briefings, notifications respite periods, or where highly intrusive noise levels are anticipated alternative accommodation for specific construction activities would be considered</li> <li>• use of localised acoustic hoarding around significant noise generating items of plant, where reasonable and feasible</li> <li>• briefing of the work team in order to create awareness of the locality of sensitive receivers and the importance of minimising noise emissions</li> <li>• planning the higher-noise activities and work near residential receivers to be undertaken predominantly during less sensitive periods, where reasonable and feasible</li> <li>• ensuring spoil is placed and not dropped into awaiting trucks</li> <li>• use of less noise-intensive equipment, where reasonable and feasible</li> <li>• non-tonal reversing alarms fitted on construction vehicles.</li> </ul>			
		M.4		<p>In addition to the measures contained within Transport for NSW's Construction Noise Strategy, where reasonable and feasible, vibration mitigation measures may include:</p> <ul style="list-style-type: none"> <li>• vibration generating plant and equipment would be located in areas with lower vibration impacts on sensitive receivers</li> <li>• work generating high vibration levels would be scheduled during less sensitive time periods</li> <li>• lower vibration generating equipment and plant would be used</li> </ul>			

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				<ul style="list-style-type: none"> <li>consecutive works with high vibration levels in the same locality would be minimised</li> <li>high vibration generating activities would be carried out in continuous blocks, not exceeding 4 hours each with respite periods between each block</li> <li>dampened rock breakers and/or 'city' rock breakers would be used to minimise impacts associated with rock breaking works.</li> </ul>			
		M.5		<p>Consultation would be undertaken with Our Lady Help of Christians Primary School, Cheltenham Girls High School, Beecroft Primary School and Arden Anglican School Preschool and Primary Campus prior to noise intensive works to ensure impacts are minimised during examination periods and/or other critical periods in the school calendar (where works are predicted to exceed the relevant construction noise management level for this receiver). Consultation with nearby childcare centres to be undertaken to potentially avoid noisy works during rest periods at the centres.</p>	Construction	Compliant and Ongoing	ETTT Project has an open dialogue with the nearby educational institutions and community groups to provide them with information about upcoming work activities and address any concerns related to the ETTT Project construction works. Cheltenham Girls High School and Arden Anglican School are the most contacted due to their proximity to works on site.
		M.6		<p>Consultation would be undertaken with the following sensitive receivers prior to noise intensive works to ensure impacts are minimised during the most sensitive activities at these receivers (where works are predicted to exceed the relevant construction noise management levels for these receivers):</p> <ul style="list-style-type: none"> <li>Beecroft Community Centre</li> <li>Pennant Hills Library and Community Centre.</li> <li>Uniting Church Retirement Home (at Copeland Road, west of Beecroft Road)</li> <li>Beecroft Lawn Tennis Club</li> <li>Cheltenham Recreational Club</li> <li>The Beecroft Scout Hall.</li> </ul>			



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		M.7		Vibration monitoring would be initially carried out at nearby structures within the safe working distances for cosmetic damage as a result of vibration intensive construction activities and where the vibration levels are greater than the maximum recommended values.	Construction	Compliant and Ongoing	A number of vibration monitoring sessions have been completed including some that have been done near a heritage listed structure at 33 Wongala Cres. Those completed in response to complaints or concerns are located <a href="http://www.leightoncontractors.com.au/projects/epping-to-thornleigh-third-track">http://www.leightoncontractors.com.au/projects/epping-to-thornleigh-third-track</a> . To date the vibration levels recorded have been well within the criteria for heritage listed structures. The safe working distances detailed within the Vibration Management Plan appear to be appropriate.
		M.8		Monitoring for the effects of vibration on historic buildings and structures within the vicinity of the proposal would be undertaken on a regular basis and in accordance with the heritage best practice standards (including German Standard DIN 4150-3 1999, Structural Vibration in Buildings - Effects on Structures), to avoid adverse effects on the original fabric of these items.			
	<b>Design and visual amenity</b>	N.1		Avoid unnecessary loss or damage to vegetation within the rail corridor and adjacent road reserve by protecting trees prior to construction and/or trimming vegetation to avoid total removal. This includes vegetation that makes a substantial and positive contribution to landscape character and/or provides screening to adjacent properties.	Construction	Compliant and Ongoing	A Construction Flora and Fauna Management Plan has been developed in consultation with relevant Councils (Consultation was offered to OEH) to assist in complying with the requirements of this REMM. Whilst bamboo is a listed noxious weed there is a strong feeling within the local community that it provides a valuable vegetative screen. The Project has therefore minimised clearing of this vegetation where ever possible. It is envisaged that some rehabilitation planting will be carried out in the next reporting period.
		N.2		Undertake rehabilitation planting as early as possible to replace vegetation that provided screening to adjacent sensitive visual receivers.			
		N.3		Minimise light spill from the rail corridor into adjacent visually sensitive properties by directing construction lighting into the construction areas and ensuring the site is not over-lit. This includes the sensitive placement and specification of lighting to minimise any potential increase in light pollution.	Construction	Noted	Lighting arrangements are checked by area foreman to ensure their appropriate placement and direction.
		N.4		Temporary hoardings, barriers, traffic management and signage would be removed when no longer required.	Construction	Noted	The project is still in its early stages and this requirement is yet to be actioned / implemented.
		N.5		Work/site compounds would be screened, with shade cloth (or similar material) (where necessary) to minimise visual impacts from elevated locations.	Construction	Noted	Shade cloth is in place in accordance with this REMM.
		N.6		Graffiti would be required to be managed by the contractor throughout construction.	Construction	Compliant and Ongoing	Graffiti is being managed throughout construction by the Alliance.
		N.7		New embankments would be landscaped to complement the existing visual character of the study area.	Construction	Compliant and Ongoing	The project is still in its early stages and this requirement is yet to be actioned / implemented.

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		N.8		Measures such as the provision of visual screening/retention of existing vegetation would be considered for visually sensitive areas and the restriction of works to the existing rail corridor would be implemented, wherever possible.	Construction	Noted	A Construction Flora and Fauna Management Plan has been developed in consultation with relevant Councils (Consultation was offered to OEH) to assist in complying with the requirements of this REMM. Shade cloth and vegetative screening are in place where ever possible.
		N.9		Materials and machinery should be stored tidily during the works.	Construction	Noted	Good house keeping is encouraged amongst the workforce and weekly inspections are carried out by the Environmental Coordinators. Where untidy site has been detected and environmental action list is generated and issued to the relevant area foreman for rectification.
	<b>Access, traffic and transport</b>	O.1		Road occupancy licenses/road opening permits for temporary closure of roads would be obtained, where required.	Construction	Compliant and Ongoing	Numerous Road Occupancy Licences have been put in place during the reporting period. Please refer to Section 7 of the compliance Report for further details.
		O.2		Traffic management plans would be prepared and provided to the relevant Roads Authority as required.	Construction	Compliant and Ongoing	A Construction Traffic Management Plan / Traffic Management and Access Plan was been developed in consultation with RMS, TMC and Hornsby Council and approved by DP&I on 25/10/13.

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		O.3		Heavy vehicles would be restricted to specified routes, with the aim of avoiding local streets, high pedestrian areas and school zones. Where feasible, route markers would be installed for heavy vehicles along designated routes.	Construction	Non Conformance	<p>ETTT staff and contractors are trained via the project induction and periodic toolbox talks to minimise impacts to public and local roads, schools and keep to nominated haulage routes. Engineers also plan their works to minimise heavy vehicle movements during school zones periods. There has been a non compliance against Condition E18(d) during the reporting period. On 24 March 2014 a designated haulage route in the project Vehicle Management Plan(VMP) was not followed by trucking contractor (turned right at left turn only intersection). There has also been some occurrences where trucks have accessed the Beecroft Road via Lyne Road without an approved VMP being in place.</p> <p><b>Corrective /Preventive Actions:</b> Project wide toolbox talks were carried out on the importance of adherence to the VMPs. Lyne Road is a suitable road for construction traffic to reach Beecroft Road. A VMP was put in place to enable use of Lyne Road which also takes some haulage pressure off Cheltenham Road.</p>
		O.4		Directional signage would be provided at each corridor access point to assist in deliveries to each work site.	Construction	Compliant and Ongoing	Site map delivery boards are in place at key delivery access points to assist drivers.
		O.5		Signs would be provided at each access point for pedestrian and cyclist guidance.	Construction	Compliant and Ongoing	Where required signage is posted to assist pedestrian and cyclists.
		O.6		Limit off-site construction vehicle parking to designated areas. Areas of temporary on-street parking during peak construction events would be identified in the traffic management plans to minimise the impact on surrounding properties and businesses.	Construction	Non Conformance	<p>There has been some occurrences where project vehicles have parked in commuter parking locations.</p> <p><b>Corrective /Preventive Actions:</b> The Alliance continues to educate the workers about the rules regarding parking and carrying out inspections to ensure that the rules are being followed. Signs indicating the location of the commuter parking have been posted to assist on the ground.</p>
		O.7		The queuing and idling of construction vehicles in residential streets would be minimised.	Construction	Compliant and Ongoing	Foreman arrange haulage fleet movements so that idling and queuing of construction vehicles are minimised in residential streets.

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		O.8		An emergency response plan would be developed for construction traffic incidents.	Construction	Compliant and Ongoing	Section 20.2 of The Traffic Management and Access Plan (TMAP) and the Emergency and Crisis Management Plan have been prepared to detail the Project response to an emergency situation.
		O.9		A pre and post construction assessment of road pavement assets would be conducted in areas likely to be used by heavy construction vehicles.	Construction	Compliant and Ongoing	Road dilapidation surveys have been completed and provided to the relevant road authority.
		O.10		Where required, public communications would be conducted to advise the community and local residents of vehicle movements and anticipated effects on the local road network relating to site works in accordance with the CEMP.	Construction	Compliant and Ongoing	<p>An example of such communication is works done to advise road users and residents of the closure of Chapman Ave Bridge. The Project team:</p> <ul style="list-style-type: none"> <li>• Developed a community notification and distribution area where some 450 properties were letter boxed dropped on Saturday 5 April 2014.</li> <li>• Put in place Variable Message Sign (VMS) were placed at both ends of the bridge to inform motorists of the upcoming temporary closure.</li> <li>• Our community relation team also spoke to businesses along Wongala Crescent on Friday to remind them of the closure.</li> <li>• A signed detour was put in place to guide motorists / pedestrians on the alternate route</li> <li>• This work was also programmed to occur during school holidays to reduce potential impacts on motorists, school children and parents.</li> </ul>
		O.11		Access to all private properties adjacent to the works would be maintained during construction, unless otherwise agreed with property owners.	Construction	Compliant and Ongoing	The Alliance is working to deliver the project in line with this REMM.
		O.12		During project inductions, all heavy vehicle drivers would be provided with the emergency response plan for construction traffic incidents.	Construction	Compliant and Ongoing	Emergency response procedures are explained in the induction to all staff not just heavy vehicle drivers.
		O.13		Undertake construction vehicle traffic movements outside of peak road traffic periods and outside of school peak periods where feasible.	Construction	Compliant and Ongoing	Where feasible Engineers plan their works to minimise heavy vehicle movements during school zones periods.

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		O.14		Where required, improvements to the existing access tracks within the rail corridor would be provided to facilitate safe construction vehicle access into/out of the construction compounds.	Construction	Compliant and Ongoing	Some of the access tracks within the corridor will be upgraded as part of the project.
		O.15		Bus stops, taxi ranks and kiss-and-ride locations affected by construction would be temporarily relocated to nearby convenient locations so that they remain available throughout construction. Agreement of the asset owners and consultation with transport providers would be undertaken.	Construction	Compliant and Ongoing	To date, none of these facilities have need to be temporarily relocated.
		O.16		Local bus operators would be consulted to ensure that the timing of short term road or kerb closures (if required) minimise impacts to bus services.	Construction	Compliant and Ongoing	To date, No busses services have needed to be impacted. The possession bus route has been amended to avoid travelling along The Crescent, Beecroft at the request of a local resident.
		O.17		Coordination of proposal staging, vehicle movement and scheduling, equipment and resourcing, joint use of access points and regular project liaison between the NWRL and ETTT projects.	Construction	Compliant and Ongoing	Regular and ongoing consultation with North West Rail Link is in place. Consultation with RMS relating to the proposed M1 to M2 tunnel has also commenced (30/4/14). Reasonable steps are being taken to coordinate works where cumulative impacts are expected.
		O.18		Affected stakeholders, such as local government authorities, emergency services, local schools, public transport operators, public transport users, road users, local businesses, local employees and residents, would receive advance notification of scheduled construction works to allow for planning of required journeys.	Construction	Compliant and Ongoing	Implementation of the Stakeholder and Community Involvement plan has enabled the Project to deliver the project in line with the requirements of this REMM.
		O.19		The construction of the ETTT proposal would be undertaken and staged so that it does not affect timetabled passenger and freight operations other than during scheduled track closedowns or and as otherwise agreed with RailCorp and Transport for NSW. As discussed in Section 5.7.1 of the EIS, additional closedowns may potentially be required.	Construction	Compliant and Ongoing	To date, no impacts to the timetabled passenger and freight services has resulted as an impact from the Project other than those set by the programmed possessions.
		O.20		Construction methods would seek to minimise the number of trucks using the public road network by: <ul style="list-style-type: none"> <li>delivering construction materials via rail to the construction sites, where possible and feasible</li> </ul>	Construction	Compliant and Ongoing	The only feasible delivery of materials by rail without impacting timetabled services is the delivery of rail, which is yet to occur.

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		O.20		<ul style="list-style-type: none"> <li>using the rail corridor, where possible, to move machinery and materials.</li> </ul>	Construction	Compliant and Ongoing	The rail corridor is used where ever possible. An example of this has been a one way haulage route that has been put in place from time to time to enable excavated materials from Cut 8 to be taken along the corridor and out gates near City View Road, this minimising heavy vehicle transport passed the Arden School on Wongala Cres.
		O.21		Changes to station facilities would be staged and communicated via signage so that new or temporary facilities are commissioned before the old facilities are closed, where possible.	Construction	Compliant and Ongoing	This process is being followed. An example of this was the establishment of the temporary ticketing office at Cheltenham Station prior to the decommission of the old one during the March Rail Possession.
		O.22		Any loss of designated commuter car parking during construction at Cheltenham and Beecroft Stations would be accommodated on local streets within a 400 metres walking distance of these stations.	Construction	Compliant and Ongoing	This process is being followed. An example of this was the establishment of the temporary parking at Cheltenham Station and along Cheltenham Road to facilitate the construction of the Cheltenham Station Carpark adjustments. The loss of parking is in line with the number of spots as defined in the Submission Report.
		O.23		Any loss of other parking near construction sites, for example street parking, would be minimised in terms of duration. Consultation with Council to determine any temporary mitigation measures such as replacement timed parking would be carried out.	Construction	Compliant and Ongoing	This process is being followed. Consultation with Hornsby Council is regular and ongoing.
		O.24		Any affected bicycle facilities, e.g. lockers, racks hoops/rails, would be reinstated to a location close to the new station entrance in consultation with Hornsby Shire Council.	Construction	Compliant and Ongoing	Some bike racks/ hoops have been relocated at Pennant Hills Station from Yarrara Rd to Railway Street.
		O.25		Appropriate information signage, road and traffic signage, pavement markings and line marking are to be implemented to advise commuters of the changed designated commuter car parking conditions.	Construction	Compliant and Ongoing	Appropriate signage is posted. An example of this is signage at Cheltenham Station.
		O.26		Left-in and left-out only vehicle movements would be provided at the following locations: <ul style="list-style-type: none"> <li>into and out-of construction compound S1 from Beecroft Road</li> <li>at the Beecroft Road/Old Beecroft Road intersection</li> </ul>	Construction	Compliant and Ongoing	These traffic arrangements are in place and details on the relevant Vehicle Movement Plan (VMP).

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				<ul style="list-style-type: none"> <li>at the Beecroft Road/The Crescent/Kirkham Road intersection</li> </ul>	Construction	Non Conformance	<p>Whilst this traffic arrangement is in place, on 24 March 2014 a truck was observed by a member of the public making a right hand turn out of The Crescent onto Beecroft Road in contravention of the Vehicle Movement Plan (VMP) and this REMM.</p> <p><b>Corrective /Preventive Actions:</b> Project wide toolbox talks were carried out on the importance of adherence to the VMPs.</p>
				<ul style="list-style-type: none"> <li>into and out-of construction compound S6 from Yarrara Road.</li> </ul>	Construction	Compliant and Ongoing	This traffic arrangement is in place and details on the relevant Vehicle Movement Plan (VMP).
		O.27		Site accesses for construction compounds would be designed so that left-in-left out movements occur within existing kerbside lanes, vehicles do not encroach onto the wrong side of the road when entering or leaving the sites and all vehicles can enter and exit the sites in a forward direction. Where this is not feasible, consultation would be undertaken with Hornsby Shire Council or RMS (depending on road ownership) and Traffic Management Centre (TMC) to determine appropriate traffic management measures.	Construction	Compliant and Ongoing	This process is being followed. Consultation with Hornsby Council is regular and ongoing.
<b>Historic heritage</b>		P.1		Historic heritage items would be identified on the construction contractor's environmental control maps.	Construction	Compliant and Ongoing	Heritage Items are detailed on the ECM's.
		P.2		As much vegetation as possible would be retained between the rail corridor and Beecroft Road/Wongala Crescent. Cleared vegetation would be replanted, where appropriate, as soon as possible after completion of construction.	Construction	Compliant and Ongoing	Works are ongoing to reduce the vegetative clearing requirements of the project and will continue throughout the construction phase. Replanting will occur as soon as possible after the completion of construction.
		P.3		Vibration monitoring would be undertaken to monitor vibration levels in the vicinity of the Devlins Creek causeway. Where levels are deemed to potentially result in impacts to the causeway, vibration intensive works would stop and an investigation to be undertaken to identify actions to minimise the vibration levels.	Construction	Compliant and Ongoing	A Construction Heritage Management Plan has been developed in consultation with relevant organisations and groups to assist in complying with the requirements of this REMM. Vibratory impact works are yet to commence on this area of the project.
		P.4		Wherever possible, screening vegetation would be retained or replanted along the southern side of the proposed Cheltenham Station commuter car park to mitigate any impacts to the views and setting of Numbers 50-56 The Crescent.	Construction	Compliant and Ongoing	The UDLP has incorporated this requirement where possible.

CTP No.	Aspect	Sub ID No.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
		P.5	Should any 'relics' be discovered during works, the NSW Heritage Council would be notified in accordance with Section 146 of the Heritage Act 1977.	Construction	Noted	Unexpected Finds Procedure will be followed should a relic or item be discovered during construction.
		P.6	If any unanticipated archaeological deposits are identified within the proposal site during construction, work likely to impact on the deposit would cease immediately and the NSW Heritage Council and an archaeologist would be contacted. Where required, further archaeological work and/or consents would be obtained prior to works recommencing at the location.			
		P.7	The causeway over Devlins Creek would be fenced off during construction to assist in identifying its location on the ground and minimise potential accidental damage (except where the causeway is within the waterway).	Construction	Compliant and Ongoing	The causeway is currently protected by a concrete barrier and signage. This will be amended as work progresses.
		P.8	If any vibration damage to the causeway is identified, works are to stop while investigation of the damage and potential options to minimise further damage are undertaken. Any damage to the causeway is to be reported to the Heritage Council immediately.	Construction	Noted	Some damage to the causeway was noted to have occurred to the causeway (Not as a result of ETTT Works) during a creek high flow event. This was reported to Heritage Branch, DP&I and Hornsby Council on 9 April 2014.
		P.9	Measures would be implemented during construction to ensure the protection of the remaining Bunya Pines within the formal garden at Beecroft Station.	Construction	Compliant and Ongoing	Garden and tree root protection measures were put in place during the removal of the first Bunya Pine in the March Possession to ensure that heavy equipment did not impact upon the garden or remaining Bunya Pines. The Alliance is continuing to work to save the second Bunya Pine. Further protection measure will be put in place once more work is conducted in the area.
		P.10	Prior to the construction of the temporary embankment for the proposed M2 Motorway overbridge, the exposed portions of the causeway (that would not be protected by the culvert and retaining walls) would be covered with plastic sheeting so that the embankment can be easily removed following the completion of works, without any impacts to the stone. Excavations in the vicinity of the causeway would be supervised by a suitably qualified archaeologist to reduce the potential for accidental impact during construction.	Construction	Compliant and Ongoing	A Construction Heritage Management Plan has been developed in consultation with the Heritage Office to assist in complying with the requirements of this REMM. Appropriately qualified heritage specialists (Dr Iain Stuart) have been contracted to supply the Alliance with guidance and advise during the delivery phase of the Project. The Management Plan was updated to detail protection measures for the causeway and lodged with DP&I on 28/3/14 for review and approval.



CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
	<b>Aboriginal heritage</b>	Q.1		If Aboriginal objects are located during works, all works must stop in the vicinity of the find, and the NSW Office of Environment and Heritage, Metropolitan Local Aboriginal Land Council, Deerubbin Local Aboriginal Land Council and an archaeologist would be notified. Where required, further archaeological investigations would be undertaken before works recommence.	Construction	Compliant and Ongoing	Aboriginal sites were located in the Cheltenham area in October 2013. Works stopped in these areas and the relevant Aboriginal Groups, OEH and DP&I were notified. Site visits were held with the groups and a consistency assessment to remove those sites was approved 13/2/14.
		Q.2		If the proposal design is changed, and areas not surveyed are to be impacted, further archaeological assessment would be undertaken.	Construction	Compliant and Ongoing	The various consistency assessment completed to date has involved further archaeological survey as required.
	<b>Surface and groundwater</b>	R.1		Clean water would be diverted around the work site using drainage and management techniques within Landcom's (2004) Managing Urban Stormwater: Soils and Construction document.	Construction	Compliant and Ongoing	A Construction Soil and Water Quality Management plan has been developed in consultation with DPI and relevant Councils to assist in complying with the requirements of this REMM.
		R.2		Surface water quality would be managed in line with Landcom's (2004) Managing Urban Stormwater: Soils and Construction document and Transport for NSW's Water Discharge and Reuse Guidelines (2012e).	Construction	Compliant and Ongoing	A Construction Soil and Water Quality Management Plan has been developed in consultation with the Department of Primary Industries (DPI) and relevant Councils to assist in complying with the requirements of this REMM. A Soil Conservationist has been contracted to the Project and provides advice to assist the Project in complying with this REMM.
		R.3		Procedures to maintain acceptable water quality and for the management of chemicals and hazardous materials (including spill management procedures, use of spill kits and procedures for refuelling and maintaining construction vehicles/ equipment) would be implemented during construction.	Construction	Compliant and Ongoing	A Construction Soil and Water Quality Management Plan has been developed in consultation with the Department of Primary Industries (DPI) and relevant Councils to assist in complying with the requirements of this REMM. Spill response and refuelling procedures form part of this plan.
		R.4		No stockpiles of materials or storage of fuels or chemicals would be located within high/medium flood risk areas or adjacent to existing drainage culverts.	Construction	Compliant and Ongoing	Ancillary facilities such as these, are detailed within the Construction Compound and Ancillary Facility Management Plan. Offset distances between the storage location of drainage culverts are maximised where ever possible.
		R.5		Routine inspections of all construction vehicles and equipment would be undertaken for evidence of fuel/oil leaks. If found, vehicles would be serviced to remove the risk of leaks.	Construction	Compliant and Ongoing	The Alliance has a dedicated Plant manager who aspects and certified equipment before it comes onto to site. Further pre-start / use checks are made daily on the equipment. A check for leaks is part of the checking process.

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
		R.6		All fuels, chemicals and hazardous liquids would be stored within bunded area in accordance with Australian standards and EPA Guidelines.	Construction	Compliant and Ongoing	To assist in the implementation of the this REMM mobile bunds have been purchased and supplied to the foreman for use. Weekly inspections of the site by the Environmental Coordinator monitor the use of bunding. Any issues identified are raised on the Environmental Action Lists and issued to the relevant Area Forman for rectification.
		R.7		Emergency spill kits would be kept on-site at all times. All staff would be made aware of the location of the spill kits and be trained in their use.	Construction	Compliant and Ongoing	Spill kits are located in numerous locations through the job and their locations are detailed on the Environmental Control Maps (ECMs). In addition to the training undertaken as part of the Induction, dedicated spill response training was completed by Global Spill Australia on 25 March 2014.
		R.8		Construction plant, vehicles and equipment would be refuelled off-site, or in designated re-fuelling areas located at a minimum distance of 50 metres from drainage lines or waterways.	Construction	Compliant and Ongoing	Refuelling is undertaken in line with the ETTT Refuelling Procedure which was approved as part of the Soil and Water Quality Management Plan by DP&I on 25/10/13.
		R.9		Existing RailCorp and Council drainage systems would remain operational throughout the construction of the proposal.	Construction	Compliant and Ongoing	Drainage systems are not affected or temporary drainage arrangements are put in place as required
		R.10		Groundwater encountered during the construction of the proposal would be managed in accordance with the requirements of the Waste Classification Guidelines (DECCW 2009a) and Transport for NSW Water Discharge and Re-use Guideline (2012e).	Construction	Compliant and Ongoing	Negligible groundwater has been encountered to date.
	<b>Soils and earthworks</b>	S.1		An erosion and sediment control plan would be prepared in accordance with Volume 2D of Managing Urban Stormwater: Soils and Construction (DECCW 2008b). The erosion and sediment control plans would be established prior to the commencement of construction and be updated as relevant to the changing construction activities. Particular emphasis would be placed on areas identified as high or extremely high erosion hazard. The following measures would be included in the erosion and sediment control plan: <ul style="list-style-type: none"> <li>Disturbed surfaces would be stabilised as quickly as practicable after construction.</li> </ul>	Construction	Compliant and Ongoing	A Construction Soil and Water Quality Management Plan has been developed in consultation with the Department of Primary Industries (DPI) and relevant Councils to assist in complying with the requirements of this REMM. A Soil Conservationist has been contracted to the Project and provides advice to assist the Project in complying with this REMM. The principles of the Blue book listed here are implemented where ever possible and required.

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
				<ul style="list-style-type: none"> <li>The amount of material transported from the site to surrounding pavement surfaces (in particularly road surfaces) would be minimised.</li> </ul>	Construction	Compliant and Ongoing	Controls on exits use a range of different measures to minimise material being transported onto local roads. Options include - stabilised sand, hot mix asphalt, 40/20 crushed aggregate, ballast or concrete. The Alliance also have a fleet of Street sweepers that are constantly travelling around the sites, sweeping the various road and access points.
				<ul style="list-style-type: none"> <li>Erosion and sediment control measures would be regularly inspected and maintained (particularly following rainfall events) to ensure their effectiveness.</li> </ul>	Construction	Compliant and Ongoing	Control are inspected daily by the various Area Foreman and Weekly by the Environmental Coordinators. Issues are either fixed on the spot or added to the Environmental Action List for remedy.
				<ul style="list-style-type: none"> <li>Erosion and sediment control measures would be left in place until the works are complete or areas are stabilised.</li> </ul>	Construction	Noted	
				<ul style="list-style-type: none"> <li>Temporary and permanent energy dissipation measures would be designed and implemented to protect receiving environments from erosion.</li> </ul>	Construction	Compliant and Ongoing	Lined spillways or drip down structures are in place as required. An example of this is the piped drip down structure from the access ramp near the old Bus Ramp down to the sediment trap at the bottom of the sandstone escarpment.
				<ul style="list-style-type: none"> <li>Works would be managed during rainfall (or whilst the ground remains sodden) to minimise vehicle disturbance to the topsoil.</li> </ul>	Construction	Compliant and Ongoing	The site is shut down when the work area become too saturated for work to be completed safely.
				<ul style="list-style-type: none"> <li>Procedures for handling asbestos contaminated materials, including record keeping, site personnel awareness and waste disposal would be undertaken as necessary in accordance with Work cover requirements.</li> </ul>	Construction	Compliant and Ongoing	An Asbestos Management Plan has been developed in consultation with DPI and relevant Councils to assist in complying with the requirements of this REMM. Works are being carried out in accordance with WorkCover Requirements.

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
		S.2		<p>A Contamination Management Plan would be prepared as part of the CEMP. The Contamination Plan would include specific requirements for further investigation, remediation and management of any contamination identified from the Stage 1 and Stage 2 site investigations.</p> <p>Should unidentified contamination (excluding asbestos) be discovered during construction, work in the affected area would cease immediately, and an investigation would be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting would be appropriate for the identified contamination in accordance with EPA Guidelines for Consultants Reporting on Contaminated Sites.</p>	Construction	Compliant and Ongoing	A Contamination Management Plan has been developed in consultation with DPI and relevant Councils to assist in complying with the requirements of this REMM. No unexpected area of contamination have been identified to date. Asbestos finds are management in accordance with the Asbestos Management Plan.
		S.3		<p>An Asbestos Management Plan would be developed in accordance with the Guidelines for the Assessment, Remediation and Management of Asbestos Contaminated Sites in Western Australia (2009) and included as part of the CEMP.</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area would cease immediately, and an investigation would be undertaken and report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting would be appropriate for the identified contamination in accordance with relevant EPA and Work Cover Guidelines and would include the proposed methodology for the remediation of the asbestos contamination. Remediation activities would not take place until receipt of the investigation report.</p> <p>Works would only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p>	Construction	Compliant and Ongoing	An Asbestos Management Plan has been developed in consultation with DPI and relevant Councils to assist in complying with the requirements of this REMM and was approved by DP&I on 25/10/14.
		S.4		All spoil would be tested to determine the appropriate waste classification under the Waste Classification Guidelines (DECCW 2009) and method of disposal prior to removal from site.	Construction	Compliant and Ongoing	A Construction Waste and Resource Use Management Plan has been developed to assist in complying with the requirements of this REMM. Waste classification sampling has and is being carried out by AD Envirotech Pty Ltd as required to classify the various materials prior to disposal to suitably approved facilities.

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
		S.5		Erosion and sediment control measures would be installed prior to the commencement of any works.	Construction	Compliant and Ongoing	A Construction Soil and Water Quality Management plan has been developed in consultation with DPI and relevant Councils to assist in complying with the requirements of this REMM. A Soil Conservationist has also been contracted to provide the Alliance with advice.
		S.6		Reuse options at offsite locations would be investigated prior to disposing excess spoil material to landfill.	Construction	Compliant and Ongoing	A Waste and Resource Use Management Plan has been developed to assist in complying with the requirement of this REMM. The crushing and Screening operation at Wicks Road is supporting the reuse of excavated materials.
	<b>Air quality</b>	T.1		Limit vehicle movements to designated entries and exits, haulage routes and parking areas. Site exits would be fitted with hardstand material or other appropriate measures to limit the amount of material transported off-site (where required).	Construction	Compliant and Ongoing	A Construction Traffic Management Plan has been developed in consultation with the relevant road authorities and transport operators to assist in complying with the requirements of this REMM.
		T.2		Visually monitor dust and where necessary implement the following measures:	Construction	Compliant and Ongoing	Monitoring is carried out by Foreman, Spotter and Environmental Coordinators. Amendment to dust control strategies are put in place to ensure that dust generation is minimised.

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
				<ul style="list-style-type: none"> <li>Apply water to exposed surfaces that are causing dust generation. Surfaces may include unpaved roads, stockpiles, hardstand areas and other exposed surfaces (for example recently graded areas).</li> </ul>	Construction	Compliant and Ongoing	<p>Constructed has been completed in a manner that minimises dust emissions from the site. A Construction Air Quality Management Plan which has been developed in consultation with relevant Councils has been prepared to assist in complying with this requirement. The mitigation measures have been outlined in Table 4 of the AQDM. Where dust has been observed, foreman and EC complete a site inspection to determine additional mitigation measures. Water carts are in use continuously on project and are readily available if required at specific locations. Surveillance is carried out by Environmental Coordinators to ensure that dust management measures are in place and functional. Additional key dust mitigation methods applied onsite included:</p> <ul style="list-style-type: none"> <li>The installation of a of vacuum attachment for the bulk earthwork surface miner.</li> <li>Use of Gerni water blaster and water cart for rock breaking and grinding.</li> <li>Installation of a dust suppression system (high pressure water sprays) to the ERKAT attachment grinders</li> <li>Use of dust suppression system on bulk earthworks surface profiler.</li> <li>A water supply (hosing) has bee installed along the ATF fencing adjacent Wongala Cres to provide water to provide dust suppression.</li> <li>A trial is currently underway of 3 dust suppression water additives (Dustex and Polo Citrus branded products) to increase the wet ability and dust suppression abilities of water used on the ERKAT and Surface Profiler. This trial has been viewed by the EPA (10/4/14) and will continue until a preferred product and additive concentration is identified.</li> </ul>
				<ul style="list-style-type: none"> <li>Cover loads on trucks transporting material to and from the construction site. Securely fix tailgates of road transport trucks prior to loading and immediately after unloading.</li> </ul>	Construction	Compliant and Ongoing	<p>Loads are being covered. Inspections are being carried out by the Environmental Coordinators.</p>

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
				<ul style="list-style-type: none"> <li>Prevent where possible, or remove, mud and dirt being tracked onto sealed road surfaces.</li> </ul>	Construction	Compliant and Ongoing	Controls on exits use a range of different measures to minimise material being transported onto local roads. Options include - stabilised sand, hot mix asphalt, 40/20 crushed aggregate, ballast or concrete. The Alliance also have a fleet of Street sweepers that are constantly travelling around the sites, sweeping the various road and access points.
				<ul style="list-style-type: none"> <li>Limit vehicle speeds along unsealed construction access routes.</li> </ul>	Construction	Compliant and Ongoing	A 10km/hr speed limits applied within the site.
				<ul style="list-style-type: none"> <li>Limit the area and duration of exposed or unconsolidated areas. For example, stage vegetation stripping or grading where possible, cover unconsolidated stockpiles, or apply hydro mulch or other revegetation applicant to stockpiles or surfaces left standing for extended periods.</li> </ul>	Construction	Compliant and Ongoing	These measures are being implemented where possible, it is envisaged that some revegetation will be carried out in the next reporting period.
				<ul style="list-style-type: none"> <li>Promote and maintain awareness of weather forecasts to support anticipation of unfavourable conditions.</li> </ul>	Construction	Compliant and Ongoing	Weather alerts are sent out by the Environmental Coordinators when adverse weather condition are forecast.
		T.3		Ensure plant and machinery is regularly checked and maintained in a proper and efficient condition.	Construction	Compliant and Ongoing	The Alliance has a dedicated Plant manager who inspects and certified equipment before it comes onto site. Further pre-start / use checks are made daily on the equipment. A check for leaks is part of the checking process. Operator competency checks are also carried out.
	<b>Land use and property</b>	U.1		The construction contractor would 'make good' any inadvertent damage to private property arising directly from the construction of the ETTT proposal at no cost to the owner.	Construction	Noted	
	<b>Greenhouse gases</b>	V.1		<p>Methods for management of emissions would be incorporated into site inductions, training and pre-start talks.</p> <p>Activities with the potential to cause substantial emissions such as material delivery and loading and bulk earthworks would be identified. Work practices which minimise emissions during these activities would be investigated and applied where reasonable and feasible. These would potentially include:</p> <ul style="list-style-type: none"> <li>use of biodiesel and other low carbon fuels in vehicles and equipment.</li> </ul>	Construction	Compliant and Ongoing	<p>A Construction Air Quality Management Plan has been developed in consultation with relevant Councils to assist in complying with the requirements of this REMM.</p> <p>Biodiesel is used to fuel a number of the flood lights / day makers used during the rail possessions.</p>

CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
				<ul style="list-style-type: none"> <li>use of fuel-efficient construction equipment with the latest technology.</li> </ul>	Construction	Compliant and Ongoing	The Alliance has a dedicated Plant manager who inspects and certified equipment before it comes onto to site. The latest equipment is preferred.
		V.3		Procurement of construction services and materials locally to minimise the distance travelled and therefore emissions of vehicles accessing the site.	Construction	Compliant and Ongoing	Where possible procurement of construction services and materials locally to minimise the distance travelled and therefore emissions of vehicles accessing the site.
		V.4		During construction planning, ensure that deliveries are managed in an efficient manner to minimise the number of trips required and therefore reduce the amount of emissions.	Construction	Compliant and Ongoing	Where possible deliveries are managed in such a way.
		V.5		Vehicles are to be switched off when not in use to minimise idling.	Construction	Non Conformance	<p>There has been some occurrences were vehicles associated with the Project have been left idling when not in use. The operators of these pieces of equipment have been reminded of the need to turn gear off when not in use for an extended periods. In some instances large pieces of machinery with turbo diesel engines need to idle and cool down before being shut down.</p> <p><b>Corrective /Preventive Actions:</b> Project wide toolbox talks were carried out reminding operators to turn off equipment when not in use.</p>
		V.6		Selection of materials during construction planning to ensure products that reduce embodied carbon are considered and used.	Construction	Compliant and Ongoing	Where possible products are considered in such a way. Engineering and Sydney Trains standard must be adhered to in the first instance however.
	<b>Cumulative issues</b>	W.1		<p>The potential cumulative construction impacts associated with the proposal would be further considered as the detailed design of the proposal is developed. Mitigation measures would be developed and implemented as appropriate during the construction of the proposal. Mitigation measures during construction of the proposal would include, but not be limited to:</p> <ul style="list-style-type: none"> <li>preparation of the following sub-plans as part of the project CEMP to mitigate the following potential impacts:</li> <li>traffic management plan</li> </ul>	Construction	Compliant and Ongoing	A Construction Traffic Management Plan has been developed in consultation with the relevant road authorities and transport operators to assist in complying with the requirements of this REMM.



CTP No.	Aspect	ID No.	Sub Ref.	Revised Environmental Management Measures	Phase/When Required	Compliance Status	Comment / Evidence
				<ul style="list-style-type: none"> <li>noise and vibration management plan</li> </ul>	Construction	Compliant and Ongoing	A Construction Noise and Vibration Management Plan has been developed (consultation offered to the EPA) to assist in complying with the requirements of this REMM.
				<ul style="list-style-type: none"> <li>water quality including natural waterways and stormwater run-off.</li> </ul>	Construction	Compliant and Ongoing	A Construction Soil and Water Quality Management plan has been developed in consultation with DPI and relevant Councils to assist in complying with the requirements of this REMM.
		W.2		Transport for NSW would coordinate activities with the proponents of other major projects, including the NWRL project, in the area to minimise any potential cumulative impacts.	Construction	Compliant and Ongoing	Regular and ongoing consultation with North West Rail Link is in place. Consultation with RMS relating to the proposed M1 to M2 tunnel has also commenced (30/4/14). Reasonable steps are being taken to coordinate works where cumulative impacts are expected.

# Appendix C

## Compliance Tracking – Environmental Protection Licence (EPL)

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
A1.1	<p>The licence authorises the carrying out of the scheduled activities listed below at the premises specified in A2. The activities are listed according to their scheduled activity classification, fee-based activity classification and the scale of the operation.</p> <p>Unless otherwise further restricted by a condition of this licence, the scale at which the activity is carried out must not exceed the maximum scale specified in this condition.</p>	Construction	Compliant and Ongoing	ETTT is carrying out the SSI in accordance to EPL 20287 Railway Systems Activities to any annual capacity.
A2.2	<p>The premises is defined in the following maps:</p> <p>a) ETTT ALLIANCE Environmental Protection Licence - Premise Boundary Rev 8 maps (Sheets 1 to 10) dated 08/01/14 (contained in EPA document no.DOC14/4888 within EPA file no. EF13/8123); and</p> <p>b) ETTT Alliance Environmental Protection Licence Premises Boundary - Wicks Road Facility, Rev 0 19/12/2013 (contained within EPA document no.DOC13/96718 within EPA file no. EF13/8123).</p> <p>c) ETTT Alliance Environmental Protection Licence Premise Boundary -1A Talavera Road Site, Rev 0 08/01/2014 (contained within EPA document no.DOC14/4888 within EPA file no. EF13/8123).</p>	Construction	Compliant and Ongoing	ETTT Alliance is carrying out the SSI construction within the approved EPL boundary.
A3.1	<p>Works and activities must be carried out in accordance with the proposal contained in the licence application, except as expressly provided by a condition of this licence.</p> <p>In this condition the reference to “the licence application” includes a reference to:</p> <p>a) the applications for any licences (including former pollution control approvals) which this licence replaces under the Protection of the Environment Operations (Savings and Transitional) Regulation 1998; and</p> <p>b) the licence information form provided by the licensee to the EPA to assist the EPA in connection with the issuing of this licence.</p>	Construction	Compliant and Ongoing	ETTT Alliance is carrying out the SSI in accordance to the license application and the conditions of this license.
A3.2	Unless specifically stated by other conditions of this licence, Environmental Management Plans or Systems supplied to the EPA by the licensee do not form part of this licence.	Construction	Compliant and Ongoing	ETTT Alliance is complying this condition and confirm EMP and EMS do not form part of this license.
P1.1	The following points referred to in the table are identified in this licence for the purposes of the monitoring and/or the setting of limits for discharges of pollutants to water from the point.	Construction	Compliant and Ongoing	Noted

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
P1.2	The utilisation areas referred to in the table under Licence clause P1.2 are identified for the purposes of the monitoring and/or the setting of limits for any application of solids or liquids to the utilisation area.	Construction	Compliant and Ongoing	There has been 1 water discharge event at the discharge point during the reporting period.  Discharge occurred on 9am, 5 March 2014 from the water treatment facility. Discharge quantity of approximately 9000L with Field NTU of 49, and pH 7.8. No visible oil and grease. TSS is found to be 12-23 mg/L.
L1.1	Except as may be expressly provided in any other condition of this licence, the licensee must comply with section 120 of the Protection of the Environment Operations Act 1997.	Construction	Non conformance	Please refer to incident that occurred on 13/3/14 within Section 6 of the Compliance Report- Summary of Incidents. (Pollution line reference no. #C07087). This occurrence will be noted in the Annual Return.
L2.1	For each monitoring/discharge point or utilisation area specified in the table\ below (by a point number), the concentration of a pollutant discharged at that point, or applied to that area, must not exceed the concentration limits specified for that pollutant in the table.	Construction	Compliant and Ongoing	The single discharge during the reporting period was compliant with this condition.
L2.2	Where a pH quality limit is specified in the table, the specified percentage of samples must be within the specified ranges.	Construction	Compliant and Ongoing	Noted
L2.3	To avoid any doubt, this condition does not authorise the pollution of waters by any pollutant other than those specified in the table\.	Construction	Compliant and Ongoing	Noted
L2.4	Water and/or Land Concentration Limits: <ul style="list-style-type: none"> <li>Oil and Grease - visible</li> <li>pH - pH 6.5 to 8.5</li> <li>Total suspended solids - milligrams per litre 50</li> </ul>	Construction	Compliant and Ongoing	There has been no water discharge at the discharge point during the Oct-Dec 13 PECOMS reporting period.
L2.5	If the licensee uses turbidity (NTU) in place of TSS to determine compliance with Condition L2.4, the licensee must develop a statistical correlation which identifies the relationship between NTU and TSS for water quality from the dewatering filter press (water treatment facility) in order to determine the NTU equivalent of 50 mg/L TSS before its use.	Construction	Compliant and Ongoing	Given the small data set no correlation has been established.
L3.1	All works and activities must be undertaken in a manner that will minimise noise and vibration impacts on sensitive receivers.	Construction	Compliant and Ongoing	ETTT is in compliant through the implementation of the CEMP- Noise Management Plan and Vibration Management Plan.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
L3.2	The licensee must ensure that all feasible and reasonable noise and vibration mitigation and management measures are implemented during construction work authorised by this licence, in accordance with the Interim Construction Noise Guideline (DECC, 2009).	Construction	Compliant and Ongoing	<p>Feasible and reasonable noise and vibration mitigation and management measures are implemented via ETTT Noise and Vibration management plan.</p> <p>Noise monitoring has been undertaken during all out of hours works and rail possessions.</p> <p>As an example, during the Rail Possessions the Alliance works hard to program as many work activities as possible to occur during daylight hours rather than through the night.</p> <p>Weekly inspections are undertaken (by exception) (various, e.g. ETTT-ETTTAL-PE-001379)</p> <p>ER weekly inspections are performed.</p> <p>Investigations in response to noise complaints (Complaint Noise Monitoring Report Oct - Dec. ETTT-ETTTAL-PE-001358)</p>
L4.1	<p>Unless permitted by another condition of this licence, construction works and activities must:</p> <p>a) only be undertaken between the hours of 7:00 am and 6:00 pm Monday to Friday;</p> <p>b) only be undertaken between the hours of 8:00 am and 1:00 pm Saturday; and</p> <p>c) not be undertaken on Sundays or Public Holidays.</p>	Construction	Compliant and Ongoing	<p>Approved standard construction hours are outlined in Section 7.7.1 of the ETTT CEMP and in the Noise and Vibration Management Plan. Works have been delivered in accordance with this condition to date.</p>

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
L4.2	<p>The following construction work may be undertaken outside of the hours specified by Condition L3.1:</p> <p>a) Construction work that causes LAeq(15minute) noise levels that are:</p> <p>(i) no more than 5 dB above rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009); and</p> <p>(ii) no more than the noise management levels specified Table 3 of the Interim Construction Noise Guideline (DECC, 2009) at other sensitive land uses;</p> <p>b) Delivery of plant, equipment and materials required to be delivered out of hours for safety reasons;</p> <p>c) Rail maintenance works including tamping and regulating to remediate vertical or horizontal movement &gt;4 mm in track geometry that has occurred as a direct result of works being undertaken for the project's Emergency construction works or activities to ensure the safe operation of rail or avoid loss of life, damage to property, or environmental harm. The licensee must:</p> <p>(i) on becoming aware of the need to undertake emergency construction work, notify the Environment Protection Authority's Environment Line on 131 555 of the need for those activities or work; and</p> <p>(ii) the next working day following the emergency works, submit a report to the EPA's Manager Metropolitan Infrastructure detailing:</p> <ol style="list-style-type: none"> <li>1. the cause, time and duration of the emergency;</li> <li>2. action taken by the licensee in relation to the emergency; and</li> <li>3. details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of the emergency.</li> </ol>	Construction	Compliant and Ongoing	<p>For local rail possession, ETTT completes an EPL License Variation Application (LVA). The LVA contains a Construction Noise Impact Statement (CNVIS) completed by SKM that assesses potential noise impacts and provides all relevant noise mitigation measures. During the reporting period there was 3 local rail possessions. (23/24 November, 1/2 February, 29/30 March) Works needed to be carried out during the possession (out of hours) due to the need to work within the danger zone.</p> <p>The affected community were notified of the works in accordance with the requirements contained within E1.</p> <p>Proposed mitigation measures are included in the EPL LVA.</p> <p>On Sunday (16th) of the September 2013 Possession some emergency works was undertaken in the Epping area. The works required the early start of a rock hammer to ensure that safe completion of ULX 1. The works were called through to the Pollution Line (ref#20248) and a report was issued in accordance this condition. No complaints were received.</p>
L4.3	<p>High noise impact works and activities must only be undertaken:</p> <p>a) between the hours of 8:00am to 6:00pm Monday to Friday;</p> <p>b) between the hours of 8:00am to 1:00pm Saturday; and</p> <p>c) in continuous blocks not exceeding 3 hours each with a minimum respite from those activities and works of not less than 1 hour between each block. except as expressly permitted by Condition L4.4, L4.5 and L4.6 or another condition of this licence.</p> <p>For the purposes of this condition 'continuous' includes any period during which there is less than a 1 hour respite between ceasing and recommencing any of the work that is the subject of this condition.</p>	Construction	Compliant and Ongoing	<p>The works have been delivered in accordance with this condition.</p>

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
L4.4(a)	<p>a) Works and activities may be undertaken during any local possession, but only if:</p> <p>(i) carrying on those works and activities during standard construction hours (specified in Condition L3.1) would cause unacceptable risks to;</p> <p>(1) construction personnel safety;</p> <p>(2) rail passenger and railways personnel safety; or</p> <p>(3) railway network operational reliability as may be notified to the licensee from time to time by RailCorp; and</p> <p>(ii) the licensee complies with the requirements of Condition E1; and(iii) noise and vibration mitigation measures are implemented as detailed in the Interim Construction Noise Guidelines (DECC 2009).</p>	Construction	Compliant and Ongoing	Some aspects of the works completed in the 3 possessions were completed under this condition. Other works were individually approved by the EPA in possession specific Conditions L4.7
L4.4(b)	<p>High noise impact works and activities (excluding rail adjustment, tamping and regulating) may be undertaken during any local possession permissible by Condition L3.4(a) as follows:</p> <p>(i) between the hours of 6:00am to 10:00pm on any day subject to the works and activities being undertaken in continuous blocks not exceeding 3 hours each with a minimum respite from those works and activities of not less than one hour between each block.</p> <p>For the purposes of this condition 'continuous' includes any period during which there is less than a 1 hour respite between ceasing and recommencing any of the works or activities the subject of this condition.</p>	Construction	Compliant and Ongoing	Some aspects of the works completed in the 3 possessions were completed under this condition. Other works were individually approved by the EPA in possession specific Conditions L4.7
L4.4(c)	Rail adjustment, tamping and regulating may be undertaken at any time during a local possession permissible by Condition L3.4 (a).	Construction	Compliant and Ongoing	Some aspects of the works completed in the 3 possessions were completed under this condition. Other works were individually approved by the EPA in possession specific Conditions L4.7
L4.5(a)	<p>Activities and works may be undertaken during the hours outlined in Condition L3.5(b) but only if one or more of the following applies:</p> <p>(i) carrying on those works and activities during the hours specified in Condition L3.1 would cause unacceptable risks to one or more of the following:</p> <p>(1) construction personnel safety;</p> <p>(2) road user and public safety;</p> <p>(3) road network operational performance as may be notified from time to time by the Roads and Maritime Services;</p> <p>(4) essential utility services;</p> <p>(ii) the Roads and Maritime Services' Traffic Management Centre (or other road authority) refuse to issue a road occupancy licence for the works or activities during the hours specified in Condition L3.1</p>	Construction	Compliant and Ongoing	The works have been delivered in accordance with this condition.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
L4.5(b)	For the situations outlined in Condition L3.5(a), activities and works may be undertaken (except on public holidays) during the hours of:  (i) 1.00 pm and 6.00pm on Saturdays; and (ii) 8.00 am and 6.00 pm on Sundays	Construction	Compliant and Ongoing	The works have been delivered in accordance with this condition.
L4.5(c)	In undertaking any works or activities under Condition L3.5 (b) the licensee must:  (i) comply with the requirements of Condition E1; and (ii) implement noise and vibration mitigation detailed in the Interim Construction Noise Guidelines (DECC 2009).	Construction	Compliant and Ongoing	The works have been delivered in accordance with this condition.
L4.5(d)	High noise impact works and activities must only be undertaken:  (i) between the hours of 8:00am to 6:00pm; and (ii) in continuous blocks not exceeding 3 hours each with a minimum respite from those activities and works of not less than 1 hour between each block.  For the purposes of this condition 'continuous' includes any period during which there is less than a 1 hour respite between ceasing and recommencing any of the work that is the subject of this condition.	Construction	Compliant and Ongoing	The works have been delivered in accordance with this condition.
L4.6(a)	Activities and works may be undertaken during the hours outlined in L3.6(b) but only if one or more of the following applies:  (i) carrying on those works and activities during the hours specified in Condition L3.1 would cause unacceptable risks to one or more of the following: (1) construction personnel safety; (2) road user and public safety; (3) road network operational performance as may be notified from time to time by the Roads and Maritime Services (4) essential utility services (ii) the Roads and Maritime Services' Traffic Management Centre (or other road authority) refuse to issue a road occupancy licence for the works or activities during the hours specified in Condition L3.1.	Construction	Compliant and Ongoing	ETTT has completed a LVA for Services Works with activities completed at weekday evenings and nights out of hours due to construction personnel safety and road network operational performance. ETTT confirms works completed comply with L4.6 (c). LVA Table 3 comply with requirements of Condition E1 (i), Section 3 and the SKM CNVIS detailed the noise and vibration mitigation measures (ii) and Table 1 of the LVA comply with the nights work requirements in (iii.) The Alliance also uses the Out of Hours Works Register to assist in programming works to comply with the number of nights criterion.  Consultation with community stakeholders seeking additional out of hours works has not been required during the reporting period.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
L4.6(a)	<p>Activities and works may be undertaken during the hours outlined in L3.6(b) but only if one or more of the following applies:</p> <p>(i) carrying on those works and activities during the hours specified in Condition L3.1 would cause unacceptable risks to one or more of the following:</p> <ul style="list-style-type: none"> <li>(1) construction personnel safety;</li> <li>(2) road user and public safety;</li> <li>(3) road network operational performance as may be notified from time to time by the Roads and Maritime Services</li> <li>(4) essential utility services</li> </ul> <p>(ii) the Roads and Maritime Services' Traffic Management Centre (or other road authority) refuse to issue a road occupancy licence for the works or activities during the hours specified in Condition L3.1.</p>	Construction	Compliant and Ongoing	<p>ETTT has completed a LVA for OOHW Dec-Feb 14 with activities completed at weekday evenings and nights out of hours due to construction personnel safety and road network operational performance. ETTT confirms works completed comply with L4.6 (c). LVA Table 3 comply with requirements of Condition E1 (i), Section 3 and the SKM CNVIS detailed the noise and vibration mitigation measures (ii) and Table 1 of the LVA comply with the nights work requirements in (iii.) The Alliance also uses the Out of Hours Works Register to assist in programming works to comply with the number of nights criterion.</p> <p>Consultation with community stakeholders seeking additional out of hours works has not been required during the reporting period.</p>
L4.6(b)	<p>For the situations outlined in L3.6(a) works and activities may be undertaken (except on public holidays) between the hours of:</p> <p>(i) 6:00 pm and 7:00 am the following day on Mondays, Tuesdays, Wednesdays, and Thursdays; and</p> <p>(ii) 6:00 pm and 8:00 am the following day on Fridays.</p>			
L4.6(c)	<p>In undertaking any activities and works under Condition L3.6(b) the licensee must:</p> <p>(i) comply with the requirements of Condition E1;</p> <p>(ii) implement noise and vibration mitigation measures as detailed in the Interim Construction Noise Guidelines (DECC 2009);</p> <p>(iii) unless otherwise agreed to by relevant community stakeholders, ensure out of hours works and activities are not undertaken within the same local noise catchment on more than:</p> <ul style="list-style-type: none"> <li>(a) 3 consecutive evenings or nights per week; and</li> <li>(b) 4 evenings or nights per week; and</li> <li>(c) 10 evenings or nights per month.</li> </ul> <p>(iv) ensure high noise impact works and activities are not undertaken on more than 2 evenings or nights per week within the same local noise catchment.</p>			
L4.7	Additional works approved by the EPA.	Construction	Compliant and Ongoing	This EPL conditions is updated by the EPA to cover rail possession works that cannot be delivered in accordance with L4.4.



Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
O1.1	<p>Licensed activities must be carried out in a competent manner.</p> <p>This includes:</p> <ul style="list-style-type: none"> <li>a) the processing, handling, movement and storage of materials and substances used to carry out the activity; and</li> <li>b) the treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity.</li> </ul>	Construction	Compliant and Ongoing	ETTT comply with this condition through implementation of the ETTT CEMP and specifically the Soil and Water & Air Quality and Dust Management Plan.(Section 5 and Table 4-Mitigation Measures). Surveillance is carried out by Environmental Coordinators to ensure that dust management measures are in place and functional. Competency assessments are also carried out of plant and equipment operators.
O2.1	<p>All plant and equipment installed at the premises or used in connection with the licensed activity:</p> <ul style="list-style-type: none"> <li>a) must be maintained in a proper and efficient condition; and</li> <li>b) must be operated in a proper and efficient manner.</li> </ul>	Construction	Compliant and Ongoing	The Alliance has a dedicated Plant manager who aspects and certified equipment before it comes onto to site. Further pre-start / use checks are made daily on the equipment. A check for leaks is part of the checking process.
O3.1	All operations and activities occurring at the premises must be carried out in a manner that will minimise the emission of dust from the premises.	Construction	Compliant and Ongoing	Constructed has been completed in a manner that minimises dust emissions from the site. A Construction Air Quality Management Plan which has been developed in consultation with relevant Councils has been prepared to assist in complying with this requirement. The mitigation measures have been outlined in Table 4 of the AQDM. Where dust has been observed, foreman and EC complete a site inspection to determine additional mitigation measures. Water carts are in use continuously on project and are readily available if required at specific locations. Surveillance is carried out by Environmental Coordinators to ensure that dust management measures are in place and functional.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
O3.1	All operations and activities occurring at the premises must be carried out in a manner that will minimise the emission of dust from the premises.	Construction	Compliant and Ongoing	<p>Additional key dust mitigation methods applied onsite included:</p> <p>The installation of a of vacuum attachment for the bulk earthwork surface miner.</p> <p>Use of Gerni water blaster and water cart for rock breaking and grinding.</p> <p>Installation of a dust suppression system (high pressure water sprays) to the ERKAT attachment grinders</p> <p>Use of dust suppression system on bulk earthworks surface profiler.</p> <p>A water supply (hosing) has bee installed along the ATF fencing adjacent Wongala Cres to provide water to provide dust suppression.</p> <p>A trial is currently underway of 3 dust suppression water additives (Dustex and Polo Citrus branded products) to increase the wet ability and dust suppression abilities of water used on the ERKAT and Surface Profiler. This trial has been viewed by the EPA (10/4/14) and will continue until a preferred product and additive concentration is identified.</p>
O4.1	<p>a) The licensee must provide a Community Information Display space within the main Project Office that will be available to the community during business hours. The display space must provide images and relevant information on the project and be staffed by a Community Liaison Team member to provide answers to any community concerns/enquiries.</p> <p>b) The community information display must include details of upcoming construction activities (including out of hours activities), nature and timing of such activities, relevant contact details and proposed specific mitigation measures. The information must include at a minimum, details of up and coming activities that are to occur over the next month.</p> <p>c) Community meetings or open forums must be held on an issue-specific basis for key construction activities. Note: It is acknowledged that the full details of future construction works and activities may not be known at the time of a community meeting or forum. In accordance with Condition E1.3, detailed and targeted notification of the community must be undertaken before any out of hours construction works commence.</p> <p>d) The licensee must keep minutes of any community meeting held in accordance with this condition and must submit a copy of the relevant minutes to the EPA when requested by an EPA officer.</p>	Construction	Compliant and Ongoing	<p>ETTT is complying this condition through implementation of the Construction Waste and Resource Use Management Plan along with Waste Classification Procedure. ETTT has completed spoil excavation trial holes sampling to classify soil for upcoming earthworks and cutting in this PECOMS period (Oct-Dec 13). An example report for Cut 2 is below.</p> <p>Waste Tracking Book is completed for all waste leaving site, including destination.</p>

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
O4.1	<p>a) The licensee must provide a Community Information Display space within the main Project Office that will be available to the community during business hours. The display space must provide images and relevant information on the project and be staffed by a Community Liaison Team member to provide answers to any community concerns/enquiries.</p> <p>b) The community information display must include details of upcoming construction activities (including out of hours activities), nature and timing of such activities, relevant contact details and proposed specific mitigation measures. The information must include at a minimum, details of up and coming activities that are to occur over the next month.</p> <p>c) Community meetings or open forums must be held on an issue-specific basis for key construction activities. Note: It is acknowledged that the full details of future construction works and activities may not be known at the time of a community meeting or forum. In accordance with Condition E1.3, detailed and targeted notification of the community must be undertaken before any out of hours construction works commence.</p> <p>d) The licensee must keep minutes of any community meeting held in accordance with this condition and must submit a copy of the relevant minutes to the EPA when requested by an EPA officer.</p>	Construction	Compliant and Ongoing	A community information display is set up at the main project office and is open to the public between 7am and 5pm each week day. The display contains the information required by the this condition. Community meeting have been held on issue specific items such as the Urban Design and Landscape Plan. Consultation Manager records are maintained as records of all community interactions and meetings.
O4.2	The licensee must ensure that any polymer based flocculents used to treat water before discharge from the premises has an LC50 greater than 100 milligrams per litre for water fleas and fish. For the purpose of this condition "LC50" means the concentration of material that is estimated to be lethal to fifty percent of the test organisms, after an exposure period of 24 hours for water fleas and 96 hours for fish.	Construction	Compliant and Ongoing	Noted - No Polymer based flocculants have been used in the reporting period.
O5.1	The licensee must assess, classify and manage any waste generated at the premises in accordance with the Waste Classification Guidelines Part 1 : Classifying Waste, April 2008 (Waste Guidelines) prior to dispatching the waste offsite.	Construction	Compliant and Ongoing	ETTT is complying this condition through implementation of the Construction Waste and Resource Use Management Plan along with Waste Classification Procedure..
O5.2	<p>The licensee must not cause, permit or allow any waste generated:</p> <p>(a) outside the premises to be received at the premises, except for recycled materials from Railcorp's rail corridor (EPL12208) or Railcorp's recycling facility (EPL7515) or materials that meet the EPA's Resource Recovery Exemptions for engineered fill purposes.</p> <p>(b) at the premises to be disposed of at the premises, except as permitted in Condition O5.3.</p>	Construction	Compliant and Ongoing	Noted. No wastes have been accept on this premise.
O5.3	Excavated material suitable for re-use within the premises, may be transported from one part of the premises or the Railcorp rail corridor or Railcorp recycling facility to another part by road in accordance with Condition O5.5.	Construction	Compliant and Ongoing	Noted

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
O5.4	<p>The licensee must ensure that:</p> <p>(a) the body of any vehicle or trailer, used to transport waste or excavation spoil from the premises, is covered before leaving the premises to minimise any spill or escape of any dust, waste, or spoil from the vehicle or trailer; and</p> <p>(b) mud, splatter, dust and other material likely to fall from or be cast off the wheels, underside or body of any vehicle, trailer or motorised plant leaving the premises, is removed to the greatest extent practicable before the vehicle, trailer or motorised plant leaves the premises; and (c) road surfaces subject to the tracking of material by vehicles leaving the premises are effectively cleaned at the end of each work day.</p>	Construction	Compliant and Ongoing	Covers are installed on all haulage trucks travelling on Public Roads. Controls on exits are use a range of different measures to minimise material being transported onto local roads. Options include - stabilised sand, hot mix asphalt, 40/20 crushed aggregate, ballast or concrete. The Alliance also have a fleet of Street sweepers that are constantly travelling around the sites sweeping the various roads and access points. Area foreman check the condition of the road at the end of each day. Environmental Coordinators carryout surveillance to ensure that these conditions are being implemented.
O6.1	The licensee must, before undertaking any construction work (including any earthmoving or vegetation removal works), implement all soil and water management works required to minimise pollution of waters.	Construction	Compliant and Ongoing	A Construction Soil and Water Quality Management Plan has been developed in consultation with the Department of Primary Industries (DPI) and relevant Councils to assist in complying with the requirements of this condition. A Soil Conservationist has been contracted to the Project and provides advice to assist the Project in complying with this Condition. The principles of the Blue book listed here are implemented where ever possible and required.
O6.2	<p>The licensee must:</p> <p>a) check the operation of soil and water management works at least daily during operational hours and more often, as required, during wet weather; and</p> <p>b) initiate all necessary repair and maintenance as required to minimise pollution of waters.</p>	Construction	Compliant and Ongoing	Checks are completed daily during operational hours, more often during wet periods and also during holiday periods.
M1.1	The results of any monitoring required to be conducted by this licence or a load calculation protocol must be recorded and retained as set out in this condition.	Construction	Compliant and Ongoing	Noted. Records to be kept in accordance with this condition.
M1.2	<p>All records required to be kept by this licence must be:</p> <p>a) in a legible form, or in a form that can readily be reduced to a legible form;</p> <p>b) kept for at least 4 years after the monitoring or event to which they relate took place; and</p> <p>c) produced in a legible form to any authorised officer of the EPA who asks to see them.</p>	Construction	Compliant and Ongoing	Noted. Records to be kept in accordance with this condition.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
M1.3	The following records must be kept in respect of any samples required to be collected for the purposes of this licence: a) the date(s) on which the sample was taken; b) the time(s) at which the sample was collected; c) the point at which the sample was taken; and d) the name of the person who collected the sample.	Construction	Compliant and Ongoing	The Alliance maintains records in accordance with this condition.
M2.1	The licensee must monitor hourly temperature, humidity, wind velocity and rainfall at the nearest Australian Bureau of Meteorology weather station or the site compound weather station.	Construction	Compliant and Ongoing	Hourly weather parameters were monitored in accordance with this condition.
M3.1	The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.	Construction	Compliant and Ongoing	The Alliance maintains a record of all complaints made via the Consultation Manager online program.
M3.2	The record must include details of the following: a) the date and time of the complaint; b) the method by which the complaint was made; c) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; d) the nature of the complaint; e) the action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and f) if no action was taken by the licensee, the reasons why no action was taken.	Construction	Compliant and Ongoing	ETTT licensee maintain a record of all complaints made via the consultation manager online program. The information maintained is compliant with the requirements of this condition.
M3.3	The record of a complaint must be kept for at least 4 years after the complaint was made.	Construction	Compliant and Ongoing	The information maintained is compliant with the requirements of this condition. The record of complaints will be kept a minimum of 4 years in Consultation Manager administrated by TfNSW.
M3.4	The record must be produced to any authorised officer of the EPA who asks to see them.	Construction	Compliant and Ongoing	Records are ready for review should an authorised officer ask to review them.
M4.1	The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in the licence.	Construction	Compliant and Ongoing	1800 775 465 is operated in accordance with this condition.
M4.2	The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.	Construction	Compliant and Ongoing	The complaints line is detailed on all community notifications and on Project web page. The Stakeholder Community Involvement Plan (SCIP) is available on the Project web site. Section 4.4 of the SCIP includes information about complaints process. 1800 complaints line is also on the website.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
M4.3	<p>The preceding two conditions do not apply until after</p> <p>a) the date of the issue of this licence or</p> <p>b) if this licence is a replacement licence within the meaning of the Protection of the Environment Operations (Savings and Transitional) Regulation 1998, the date on which a copy of the licence was served on the licensee under clause 10 of that regulation.</p>	Construction	Compliant and Ongoing	Noted
M4.4	<p>The licensee must ensure that the community notification required by condition M4.2 is undertaken:</p> <p>a) on not less than two occasions at least seven days apart;</p> <p>b) not less than 7 days and not more than 30 days before initial construction work commences at the premises;</p> <p>c) by general advertisements and public notices in newspapers, including community language newspapers, that are regularly circulated within the communities likely to be affected by noise or other construction impacts; and</p> <p>d) by including on the home page of the project web site information on:</p> <p>(i) how the public can make a complaint on the telephone complaints line; and</p> <p>(ii) how complaints will be processed.</p>	Construction	Compliant and Ongoing	The Stakeholder Community Involvement Plan (SCIP) has been implemented to ensure that this condition has been adhered to.
M4.5	<p>a) The licensee must investigate noise and vibration complaints from the occupants of dwellings or the management of noise sensitive receivers other than dwellings:</p> <p>(i) within two hours of the complaint being made; or</p> <p>(ii) in accordance with any prior complaint management agreement the licensee may have made with the complainant.</p> <p>b) The licensee must ensure that any investigation referred to in this condition that identifies works or activities being undertaken on the licensed premises as the likely source of the complaint, includes an offer to the complainant to undertake attended noise or vibration monitoring at their premises.</p> <p>c) If the occupant of the dwelling or the management of a noise sensitive receiver other than a dwelling accepts the offer of attended noise or vibration monitoring the licensee must undertake that attended monitoring:</p> <p>(i) as soon as practicable; or</p> <p>(ii) at a time agreed with the complainant.</p>	Construction	Non conformance	<p>During the September 2013 rail possession there were 3 instances where the Alliance did not achieve the complaint response within the 2 hour timeframe. This occurred due to problems occurring at the TfNSW call centre that manages the first contact from complainants for all TfNSW projects and then distributes that information / compliant to the relevant project personnel for response / action. This occurrence will be noted in the Annual Return.</p> <p><b>Corrective / Preventative Action:</b> TfNSW have put in place measures to ensure that these problems do not occur again.</p>
M4.6	The licensee must, in respect of each complaint made to the telephone complaints line required by condition M4.1, advise each complainant of the results of its investigation of their complaint and any proposed remedial action.	Construction	Compliant and Ongoing	The Alliance has responded to all complaints in line with this condition.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
M4.7	<p>a) The licensee must ensure that two duly authorised representatives of the licensee are available for contact by the EPA at all times. b) The licensee must provide the EPA with up to date details of natural persons authorised to represent the licensee in respect of: (i) answering general enquiries made by the EPA or its authorised officers; (ii) speaking on behalf of the licensee; (iii) signing on behalf of the licensee; and</p> <p>(iv) acting as the licensee's 'out of hours' contact with authority to direct the licensee's employees, agents and contractors to undertake such action as may be necessary to ensure that construction work complies with this licence.</p> <p>c) The details required by condition M4.7 b) must include:</p> <p>(i) the full name of each authorised representative and the scope of their authority to represent the licensee;</p> <p>(ii) that status and title of each authorised representative within the licensee Organisation; and</p> <p>(iii) the direct landline telephone number, mobile telephone number, pager number, fax number, email address and postal address of each authorised representative.</p>	Construction	Compliant and Ongoing	<p>The following people are duly authorised representatives of the licensee and are available to answer enquiries from the EPA:</p> <p>Mr Grant Sainsbery - Environmental Manager</p> <p>Mr David Jackson - Alliance Manager (Power of Attorney Representative for Leighton)</p> <p>Mr Dean Sporn - Alliance Leadership Team (Power of Attorney Representative for Leighton)</p> <p>Contact information was provided to the EPA as part of the EPL application.</p>
M5.1	The licensee must monitor noise and vibration from construction work and especially during work undertaken out of hours.	Construction	Compliant and Ongoing	<p>This condition is implemented via ETTT Noise and Vibration Management plans. Monitoring results are posted on the licensee web page <a href="http://www.leightoncontractors.com.au/projects/epping-to-thornleigh-third-track/">http://www.leightoncontractors.com.au/projects/epping-to-thornleigh-third-track/</a></p>
M5.2	All noise monitoring must be undertaken in accordance with Australian Standard AS 2659.1 – 1998: Guide to the use of sound measuring equipment – Portable sound level meters, or any revisions of that standard which may be made by Standards Australia, and the compliance monitoring guidance provided in the NSW Industrial Noise Policy.	Construction	Compliant and Ongoing	Monitoring is completed in accordance with this condition and standards.
M5.3	All vibration monitoring must be undertaken in accordance with the guidance provided in the Environmental Noise Management Assessing Vibration: A Technical Guideline published by the Department of Environment and Conservation, February 2006. All vibration monitoring results must be assessed and reported against the acceptable values of human exposure to vibration set out in Tables 2.2 and 2.4 in this guideline.	Construction	Compliant and Ongoing	Monitoring is completed in accordance with this condition and standards.
M5.4	The licensee must undertake noise and vibration monitoring as directed by an authorised officer of the EPA.	Construction	Compliant and Ongoing	Monitoring will be completed in accordance with this condition and standards.
R1.1	<p>The licensee must complete and supply to the EPA an Annual Return in the approved form comprising:</p> <p>a) a Statement of Compliance; and</p> <p>b) a Monitoring and Complaints Summary.</p> <p>At the end of each reporting period, the EPA will provide to the licensee a copy of the form that must be completed and returned to the EPA.</p>	Construction	Compliant and Ongoing	The Alliance will supply an Annual Return in accordance with this condition.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
R1.2	An Annual Return must be prepared in respect of each reporting period.	Construction	Compliant and Ongoing	The Alliance will supply an Annual Return in accordance with this condition.
R1.3	Where this licence is transferred from the licensee to a new licensee: a) the transferring licensee must prepare an Annual Return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted; and b) the new licensee must prepare an Annual Return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period.	Construction	Compliant and Ongoing	Noted.
R1.4	Where this licence is surrendered by the licensee or revoked by the EPA or Minister, the licensee must prepare an Annual Return in respect of the period commencing on the first day of the reporting period and ending on: a) in relation to the surrender of a licence - the date when notice in writing of approval of the surrender is given; or b) in relation to the revocation of the licence - the date from which notice revoking the licence operates.	Construction	Compliant and Ongoing	Noted.
R1.5	The Annual Return for the reporting period must be supplied to the EPA by registered post not later than 60 days after the end of each reporting period or in the case of a transferring licence not later than 60 days after the date the transfer was granted (the 'due date').	Construction	Compliant and Ongoing	Noted.
R1.6	The licensee must retain a copy of the Annual Return supplied to the EPA for a period of at least 4 years after the Annual Return was due to be supplied to the EPA.	Construction	Compliant and Ongoing	The Annual Return will be kept in accordance with this condition.
R1.7	Within the Annual Return, the Statement of Compliance must be certified and the Monitoring and Complaints Summary must be signed by: a) the licence holder; or b) by a person approved in writing by the EPA to sign on behalf of the licence holder.	Construction	Compliant and Ongoing	Noted.
R1.8	A person who has been given written approval to certify a certificate of compliance under a licence issued under the Pollution Control Act 1970 is taken to be approved for the purpose of this condition until the date of first review of this licence.	Construction	Compliant and Ongoing	Noted
R2.1	Notifications must be made by telephoning the Environment Line service on 131 555.	Construction	Compliant and Ongoing	Noted
R2.2	The licensee must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred.	Construction	Compliant and Ongoing	Noted



Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
R3.1	Where an authorised officer of the EPA suspects on reasonable grounds that: a) where this licence applies to premises, an event has occurred at the premises; or b) where this licence applies to vehicles or mobile plant, an event has occurred in connection with the carrying out of the activities authorised by this licence, and the event has caused, is causing or is likely to cause material harm to the environment (whether the harm occurs on or off premises to which the licence applies), the authorised officer may request a written report of the event.	Construction	Compliant and Ongoing	Noted
R3.2	The licensee must make all reasonable inquiries in relation to the event and supply the report to the EPA within such time as may be specified in the request.	Construction	Compliant and Ongoing	Noted
R3.3	The request may require a report which includes any or all of the following information: a) the cause, time and duration of the event; b) the type, volume and concentration of every pollutant discharged as a result of the event; c) the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event; d) the name, address and business hours telephone number of every other person (of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort; e) action taken by the licensee in relation to the event, including any follow-up contact with any complainants; f) details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of such an event; and g) any other relevant matters.	Construction	Compliant and Ongoing	A report complying with this condition was lodged with the EPA regarding the incident that occurred on 23 March 2013. This incident is described further in the main body of this compliance report.
R3.4	The EPA may make a written request for further details in relation to any of the above matters if it is not satisfied with the report provided by the licensee. The licensee must provide such further details to the EPA within the time specified in the request.	Construction	Compliant and Ongoing	Noted

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
R4.1	<p>a) The licensee must submit, by 2:00 pm each business day, a report to the EPA that provides details of all complaints received in relation to construction activities regulated by the licence on the telephone complaints line required by Condition M4.1.</p> <p>b) The report must meet all the requirements specified in the licence, c) The licensee is not required to submit a report for any reporting period during which no complaints have been received.</p>	Construction	Non conformance	<p>Three non-conformances have occurred in relation to the 2pm lodgement of complaints reports:</p> <p>1. 20/11/13 - The daily complaints report was 24 minutes late due to human error.</p> <p>2. 20/1/14 - The daily complaints report was 1 day late due to a break down in communication between the ETTT Community and Environmental Teams.</p> <p>3. 24/3/14 - The daily complaints report was 20 hours late due to human error.</p> <p><b>Corrective / Preventative Action:</b> Toolbox talks have been held within the Environment and Community teams detailing the importance of hitting this deadline. Outlook reminders have now been put in place in each team members diaries.</p> <p>These occurrences will be noted in the Annual Return.</p>
R4.2	<p>a) Upon request of an authorised officer of the EPA, the licensee must submit a Preliminary Investigation Report to the EPA in respect of any noise or vibration monitoring undertaken in accordance with the requirements of Condition M4.5.</p> <p>b) The Preliminary Investigation Report must be submitted to the EPA by 4.30 pm of the afternoon of the next working day following any noise or vibration monitoring.</p> <p>c) The Preliminary Investigation Report must contain the elements specified in the Licence In the event of any exceedance of the noise goals or limits referred to in Condition R4.2 c)(ii), the licensee must:</p> <p>(i) modify work practices and methods and implement all practicable and reasonable measures to prevent a recurrence of the exceedance; and</p> <p>(ii) submit a Follow-up Investigation Report to the EPA within 5 working days of any noise or vibration monitoring having been undertaken (unless otherwise approved by the EPA).</p> <p>e) the Follow-up Investigation Report must include all the items specified in the Licence</p>	Construction	Compliant and Ongoing	Noted. If requested an report will be compiled in accordance with this condition.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
R4.3	<p>a) The licensee must, when requested by an authorised officer of the EPA, provide a report concerning dust control and management at the premises.</p> <p>b) The licensee must, for the period specified by the authorised officer, include the following in the report:</p> <ul style="list-style-type: none"> <li>(i) the results of monitoring undertaken in accordance with condition M2.1;</li> <li>(ii) details of any incident during which dust was emitted from the premises, including any photographs taken of the incident; and</li> <li>(iii) details of the type and frequency of any dust control measures implemented at the premises.</li> </ul> <p>c) The report must be submitted to the email address nominated from time to time by the EPA by 4.30 pm on the second working day after receiving a request referred to in this condition.</p>	Construction	Compliant and Ongoing	Noted. If requested an report will be compiled in accordance with this condition.
G1.1	A copy of this licence must be kept at the premises to which the licence applies.	Construction	Compliant and Ongoing	Both hard and electronic copies of the EPL are available at the ETTT office.
G1.2	The licence must be produced to any authorised officer of the EPA who asks to see it.	Construction	Compliant and Ongoing	The license is ready to view.
G1.3	The licence must be available for inspection by any employee or agent of the licensee working at the premises.	Construction	Compliant and Ongoing	The license is ready to view.
G2.1	<p>undertaking that work receive environmental induction training.</p> <p>b) The induction training must:</p> <ul style="list-style-type: none"> <li>(i) clearly identify the location of all noise sensitive receivers likely to be affected by noise or vibration generated during the course of work undertaken by those personnel; and</li> <li>(ii) highlight the licence requirements to minimise noise and vibration impacts on noise sensitive receivers.</li> </ul>	Construction	Compliant and Ongoing	The Project induction covers a range of environmental awareness items including the items required by this condition.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
E1.1	<p>a) A noise and vibration impact assessment is required for any works undertaken under Condition L3.4, L3.5 and L3.6.</p> <p>b) The noise and vibration impact assessment must be prepared by an appropriately qualified person experienced in assessing the impacts of noise and vibration from civil engineering works.</p> <p>c) The noise and vibration impact assessment must include all the requirements specified in the licensed) The licensee must document the formal assessment required by this condition in a detailed report that includes all maps, calculations and analyses relied upon in making its determination of:</p> <p>(i) whether the proposed activity or work may be undertaken pursuant to Condition L3.4, L3.5 and L3.6;</p> <p>(ii) the scheduling of each proposed activity and work;</p> <p>(iii) the construction methods, plant and equipment used in each activity and work;</p> <p>(iv) the noise and vibration impact mitigation measures adopted for each activity and work; and</p> <p>(v) the location of each noise and vibration monitoring location.</p>	Construction	Compliant and Ongoing	Construction Noise and Vibration Statements (CNVIS) are prepared in accordance with this condition for works being carried out under Conditions L4.4, 4.5 and 4.6.
E1.2	<p>a) When the licensee undertakes works or activities or simultaneous combination of works or activities in accordance with Condition E1.1, the licensee must:</p> <p>(i) undertake attended noise and vibration monitoring at representative stages of the activity or work to confirm whether the noise and vibration predictions in its noise and vibration assessment were accurate; and</p> <p>(ii) review the work or activity or combination of simultaneous works or activities as soon as practicable following the events referred to in (1) and (2) below and where possible, modify the work or activity to prevent any recurrence of these events:</p> <p>(1) noise monitoring referred to in (i) indicates that the activity, work or combination of simultaneous activities or works has caused or is causing noise or vibration levels higher than the predicted levels at any noise sensitive receiver; or</p> <p>(2) the licensee, its contractors or its agents receive 2 or more complaints about the activity, work or combination of simultaneous activities or works on the telephone complaints line referred to in condition M4.1 or by any other means.</p>	Construction	Compliant and Ongoing	This condition is implemented via ETTT Noise and Vibration Management plans. Monitoring results are posted on the licensee web page <a href="http://www.leightoncontractors.com.au/projects/epping-to-thornleigh-third-track">http://www.leightoncontractors.com.au/projects/epping-to-thornleigh-third-track</a> . During monitoring of clearing activities in the vicinity of Cheltenham Station during the November 2013 Rail Possession it was noted that the recorded levels were in excess of the predictions. Upon observation of the result, the Environmental Manager reviewed the works being conducted and identified a mitigation measure that could be immediately identified. The Environmental Manager recommended to the chipper crew to turn down the revs of the chipper in between the processing of branches. The chipper crew implemented the recommendation and further monitoring session was completed. The resulted monitoring indicated that the works were back line with the predictions. All feasible and reasonable mitigation measures were in place.

Condition Ref.	Requirement	Phase/When Required	Compliance Status	Comment / Evidence
E1.3	<p>Community notification of works outside standard construction hours</p> <p>a) The licensee must notify the community likely to be affected by noise or vibration from works or activities proposed to be undertaken outside of the hours specified by Condition L3.1 and L3.2, of those works or activities.</p> <p>b) The notification must:</p> <p>(i) be made by targeted letterbox drop, by clearly posting on the licensee's project website and by email to noise sensitive receivers who have elected to be notified by email;</p> <p>(ii) be made not less than 5 days and not more than 14 days before commencement of any out of hours works or activities;</p> <p>(iii) include all the requirements specified in the Licence.</p>	Construction	Compliant and Ongoing	The Stakeholder Community Involvement Plan (SCIP) has been implemented to ensure that this condition has been adhered to.
E1.4	<p>The licensee must submit a copy of any documentation to demonstrate compliance with Condition E1 to the EPA at least three weeks prior to any works being undertaken under Conditions L4.4, L4.5 and L4.6.</p> <p>This condition applies for three months following the first time that works are undertaken under Conditions L4.4, L4.5 and L4.6. If documentation submitted to the EPA during the three month period is inadequate, the EPA may extend the period.</p>	Construction	Compliant and closed	Works and lodgements of information were successfully completed in line with this condition.

