Roads & Maritime

APPENDIX A9

Compliance Tracking Program

Northern Beaches Hospital – Connectivity and Network Enhancements Project

APRIL 2016

ferrovial YORK Joint Venture

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Glossary / Abbreviations

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

1 Introduction

1.1 Background

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

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

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

1.2 Project Description

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

Figure 1-1 Project location and staging

The Stage 1 Connectivity Enhancement Works (Stage 1), will provide the essential road works to enhance connectivity to the hospital, and the Stage 2 Network Enhancement works to improve the broader network capacity (Stage 2). Collectively, Stage 1 and Stage 2 of the Project will include the following:

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

Stage 1 Works

The key features of Stage 1 Project comprise:

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

The Stage 1 Project would also include drainage works, landscaping, property acquisition and adjustments, utility relocations (which may be required to extend into surrounding streets), as

well as ancillary works during construction. The ancillary works would include but not be limited to construction compounds, sedimentation basins, and stockpile sites.

Stage 2 Works

The key features of the Stage 2 Project comprise:

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

1.3 Environmental management system overview

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

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

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

1.4 Project Approval Documentation

Documentation relevant to the CTP includes:

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

2 Compliance Tracking Program requirements

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

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

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

2.1 Stage 1 CoA A11(a) and Stage 2 CoA A11(a) Notification of the Secretary

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

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

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

2.2 Stage 1 CoA A11(b) and Stage 2 CoA A11(b) Periodic compliance review

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

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

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

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

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

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

2.3.1 Periodic compliance reporting

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

The Compliance Tracking Reports will be provided to the Secretary:

- Prior to the commencement of construction of Stage 1 of the project (Stage 1 Pre-Construction Compliance Report) as specified by Stage 1 CoA A11(c)(i), and prior to the commencement of construction of Stage 2 of the project (Stage 2 Pre-Construction Compliance Report) as specified by Stage 2 CoA A11(c)(i);

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

The Compliance Tracking Report will cover:

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

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

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

2.3.2 Operational compliance reporting

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

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

2.4 Stage 1 CoA A11(d) and Stage 2 CoA A11(d) Independent environmental auditing

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

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

The scope of the independent environmental audits will include:

- assessment of compliance with the Stage 1 and Stage 2 CoAs;
- assessment of environmental performance against relevant environmental project criteria; and
- assessment of environmental mitigation measures and recommendations provided in environmental management plans.

The Auditor will be selected based on the following criteria:

- suitable environmental qualifications, including current certification as environmental auditor under the Quality Society of Australia;
- relevant experience in similar types of audits; and
- independent from the Project.

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

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

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

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

The Roads and Maritime procedure broadly indicates a process for:

- Types of incidents.
- Criteria for classifying of environmental incidents.
- Processes for systematically responding to and managing emergency situations.
- Processes, and legal requirements (e.g. Acts, Regulations, EPL), for reporting and notification of an environmental incident.

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

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

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

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

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

2.5.1 Recording Environmental Incidents

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

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

An environmental investigation includes the following basic elements:

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

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

2.6 Stage 1 CoA A11(f) and Stage 2 CoA A11(f) Incident reporting to the Secretary

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

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

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

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

Immediate notification to EPA, RMS and the ER will be undertaken of any incident which causes actual or potential material harm to the health or safety of human beings or ecosystems;
is not minor; or if actual or potential loss or property damage (including clean-up costs) associated with a pollution incident exceeds $10,000. The following organisations, as relevant, will also be notified immediately:

- EPA (via the EPA pollution line 131 555);
- Ministry of Health (via the Public Health Unit);
- WorkCover Authority;
- Local Authority (Warringah Council);
- Fire and Rescue NSW.

The Secretary would also be notified in accordance with the provisions of Stage 1 CoA A12 and Stage 2 CoA A12. Where an incident involves an Aboriginal site, relevant Registered Aboriginal Parties will be notified and their input sought in closing out the incident.

2.7 Stage 1 CoA A11(g) and Stage 2 CoA A11(g) Rectification of non-compliance

Procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management.

A non-conformance is the failure or refusal to comply with the requirements of this CEMP and supporting documentation. This may be a procedural, administrative or technical breach that relates to the preparation or submission of documents reports or other correspondence, identified as a Category 2 incident in the CEMP Appendix A8 Environmental Incident Classification and Reporting Procedure.

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

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

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

2.7.1 Close out of non-compliance

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

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

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

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

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

Section 8.6 of the CEMP also provides information on non-conformity, corrective and preventative actions.

2.8 Stage 1 CoA A11(h) and Stage 2 CoA A11(h) Ensure project personnel aware of relevant conditions

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

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

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

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

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

The inductions will be supported by ongoing toolbox talks, training and daily pre-start meetings (Sections 5.2 and 5.3 of the CEMP respectively).

Appendix A
Concept and Stage 1 Project Approval Conditions

Ref	Sub Ref.	CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
Schedule 2: Conditions of Approval for Concept Approval				
		Part A - Administrative Conditions		
A1		Approval is granted to the Concept Proposal as described in Schedule 1 and in the Environmental Impact Statement, as amended by the Preferred infrastructure Report and the conditions in this approval.	Pre-Construction / Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
A2		The Proponent shall carry out the Concept Proposal generally in accordance with the		
	(a)	State significant infrastructure application SSI-6434;		
	(b)	Environmental Impact Statement;		
	(c)	Preferred Infrastructure Report; and	Pre-Construction / Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
	(d)	Conditions of this approval.		
A3		In the event of an inconsistency between:		
	(a)	the conditions of this approval and any document listed from condition A2(a) to A2(c) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and	Pre-Construction / Construction / Operation	
	(b)	any document listed from condition A2(a) to A2(c) inclusive, and any other document listed from condition A2(a) to A2(c) inclusive, the most recent document shall prevail to the extent of the inconsistency.		Ferrovial York Joint Venture/ Roads and Maritime
A4		This Concept Proposal approval does not permit pre construction activities or the construction of any development.	Pre-Construction / Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
A5		This approval shall lapse 10 years after the date on which it is granted, unless the works the subject of an SSI approval subject to this Concept Proposal is physically commenced on or before that date.	Operation	Roads and Maritime Services
A6		In addition to meeting the specific performance criteria established under an SSI approval subject to this approval, the Proponent shall implement all feasible and reasonable measures to prevent and/or minimise any harm to the environment that may result from the construction or operation of an SSI approval subject to this approval.	Construction	Ferrovial York Joint Venture
A7		In the event of a dispute between the Proponent and a public authority, in relation to an applicable requirement in this approval, or an SSI approval subject to this approval, or relevant matter relating to the SSI, either party may refer the matter to the Secretary for resolution. The Secretary's determination of any such dispute shall be final and binding on the parties.	Construction / Operation	Roads and Maritime Services
		Part B - Requirements for Stage 2 Network Enhancement Works		
B1		The Secretary's Environmental Assessment Requirements as described in the letter (and attachment) from the Secretary of the Department of Planning and Environments delegate issued on the 10 September 2014, and supplemented on the 18 May 2015 shall be addressed.	Pre-construction	Roads and Maritime Services
		Part C - Community Communication Strategy		
C1		Prior to the commencement of construction of any SSI subject to this Concept Proposal, or as otherwise agreed by the Secretary, the Proponent shall prepare, to the satisfaction of the Secretary, and implement a Community Communication Strategy. The Strategy shall provide mechanisms to facilitate communication between the Proponent (and its contractor(s)), the Environmental Representative), the Council, education and community stakeholders (particularly adjoining landowners) on the environmental management ofthe Concept Proposal and subsequent SSI stages. The Strategy shall include, but not be limited to:		
	(a)	identification of stakeholders to be consulted as part of the Strategy, including affected and adjoining landowners, key community and business groups, education (including the Forest High School Working Group), community and social service organisations;		
	(b)	procedures and mechanisms for the regular distribution of accessible information to community stakeholders on construction progress and matters associated with environmental management including provision of information in appropriate community languages;		
	(c)	the formation of community-based forums that focus on key environmental management issues. The Strategy shall provide detail on the structure, scope, objectives and frequency of the community-based forums;		
	(d)	procedures and mechanisms through which the community stakeholders can discuss or provide feedback to the Proponent and/or Environmental Representative in relation to the environmental management and delivery ofthe Concept Proposal and each subsequent SSI stage;		
	(e)	procedures and mechanisms through which the Proponent can respond to enquiries or feedback from the community stakeholders in relation to the environmental management and delivery of the Concept Proposal and each subsequent SSI stage; and		
	(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 Concept Proposal and each subsequent SSI stage. This will include a mediation system to assist in considering complaints that are unable to be resolved through initial contact, and which may include the use of a suitably qualified and experienced independent mediator.		
		The Proponent shall maintain and implement the Strategy throughout construction of the Concept Proposal and each subsequent SSI stage.	Construction	Ferrovial York Joint Venture
C2		Prior to the commencement of construction of each subsequent SSI stage, or as otherwise agreed by the Secretary, the Proponent shall ensure that the following are available for community enquiries and complaints for the duration of construction:		
	(a)	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; and		
	(c)	an email address to which electronic complaints and enquiries may be transmitted.		
		The telephone number, the postal address and the email address shall be published in newspaper(s) circulating in the local area prior to the commencement of construction and prior to the commencement of operation. This information shall also be provided on the website (or dedicated pages) required by this approval.	Construction	Ferrovial York Joint Venture
C3		Prior to the commencement of construction of each subsequent SSI stage, or as otherwise agreed by the Secretary, the Proponent shall prepare and implement a Construction Complaints Management System consistent with AS 4269: Complaints Handling and maintain the System for the duration of construction and up to 12 months following completion of construction of each subsequent SSI stage. 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 Secretary on request.	Construction	Ferrovial York Joint Venture
C4		Prior to the commencement of construction of each subsequent SSI stage, or as otherwise agreed by the Secretary, 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 construction of the SSI. The Proponent shall, subject to confidentiality, publish and maintain up to-date information on the website or dedicated pages including, but not necessarily limited to:		
	(a)	information on the current implementation status of the SSI:		
	(b)	a copy of the documents referred to under condition A2 of this approval, and any documentation supporting modifications to this approval that may be granted from time to time;		
	(c)	a copy of this approval and any future modification to this approval;		
	(d)	a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSI		
	(e)	a copy to each current strategy, plan, program or other document required under this approval;		
	(f)	the outcomes of compliance tracking in accordance with condition A11 of Schedule 3 of this approval; and		
	(g)	details of contact point(s) to which community complaints and inquiries may be directed, including a telephone number, a postal address and an email address.	Pre-construction	Ferrovial York Joint Venture
		Part D - Environmental Performance		
D1		The Concept Proposal shall facilitate improvements to public transport facilities and services at a local and regional level and shall have consideration of increased public transport demand.	Detailed Design	Roads and Maritime Services
Schedule 3: Conditions of Approval for Stage 1 SSI Approval				
		Part A - Administrative Conditions		
A1		All references to conditions in this schedule relate to conditions in this schedule unless explicitly stated otherwise.	Pre-construction Construction Operation	Ferrovial York Joint Venture/ Roads and Maritime
A2		The Proponent shall carry out the SSI generally in accordance with the		
	(a)	State significant infrastructure application SSI-6434;		
	(b)	Environmental Impact Statement;	Pre-construction	
	(c)	Preferred Infrastructure Report; and	Construction	
	(d)	Conditions of this approval.	Operation	Ferrovial York Joint Venture

Ref	Sub Ref.	CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
A3		In the event of an inconsistency between:	Pre-construction Construction Operation	
	(a)	the conditions of this approval and any document listed from condition A2(a) to A2(c) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and		
	(b)	any document listed from condition A2(a) to A2(c) inclusive, and any other document listed from condition A2(a) to A2(c) inclusive, the most recent document shall prevail to the extent of the inconsistency.		Ferrovial York Joint Venture
A4		The Proponent shall comply with any reasonable requirement(s) of the Secretary arising from the Department's assessment of:	Pre-construction Construction Operation	
	(a)	any reports, plans or correspondence that are submitted in accordance with this approval; and		
	(b)	the implementation of any actions or measures contained within these reports, plans or correspondence.		Ferrovial York Joint Venture
A5		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.	Operation	Roads and Maritime Services
A6		The Proponent shall ensure 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.	Construction / Operation	Ferrovial York Joint Venture
A7		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 Secretary prior to the commencement of the first proposed stage. The Staging Report shall provide details of:		
	(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)	b) 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.		Ferrovial York Joint Venture/ Roads and Maritime
		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).	Construction / Operation	
A8		The Proponent shall ensure that any strategy, plan, sub-plans, program or other document required by the conditions of this approval and relevant to each stage (as identified in the Staging Report) are submitted to the Secretary no later than one month prior to the commencement of the relevant stage(s), unless otherwise agreed by the Secretary. Notes: While any strategy, plan or program may be submitted on a progressive basis, the Proponent will need to ensure that the existing operations on site are covered by suitable strategies, plans or programs at all times; and If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program shall clearly describe the specific stage to which the strategy, plan or program applies, the relationship of this stage to any future stages and the trigger for updating the strategy, plan or program.	Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
A9		The Proponent shall ensure that employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.	Construction / Operation	Ferrovial York Joint Venture
A10		The Proponent shall be responsible for environmental impacts resulting from the actions of all persons that it invites onto the site, including contractors, sub-contractors and visitors.	Construction	Ferrovial York Joint Venture
A11		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 the Secretary for approval prior to the commencement of construction and operate for a minimum of 18 months following commencement of operation. The Program shall include but not necessarily be limited to:		
	(a)	provisions for the notification of the Secretary prior to the commencement of construction and prior to the commencement of operation of the SSI (including prior to each stage, where works are being staged);		
	(b)	provisions for periodic review of the compliance status of the SSI against the requirements of this approval;		
	(c)	provisions for periodic reporting of compliance status to the Secretary, including but not limited to:		
	(i)	a Pre-Construction Compliance Report prior to the commencement of construction;		
	(ii)	Construction Compliance Reports, at six months intervals following commencement of construction and subsequent submission timeframes to be directed by the Secretary if necessary, following review of the Reports for the duration of construction; and		
	(iii)	a Pre-Operation Compliance Report prior to the commencement of operation;		
	(d)	a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems;		
	(e)	mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;		
	(f)	provisions for reporting environmental incidents to the Secretary during construction, in accordance with Conditions A12 and A13;		
	(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.	Construction / Operation	Ferrovial York Joint Venture
A12		The Proponent shall notify the EPA in relation to any pollution incident in carrying out the SSI as required by the Protection of the Environment (Operations) Act 1997 as required by that Act. The Proponent shall provide the Secretary with a record of any such notification.	Construction	Ferrovial York Joint Venture
A13		The Proponent shall notify the Secretary (using the contact name and phone number notified by the Department from time to time) of any incident (other than those relating to the Protection of the Environment (Operations) Act 1997) with actual or potential significant off-site impacts on people or the biophysical environment within 24 hours of becoming aware of the incident on weekdays, or the following business day on weekends. The Proponent shall provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred.	Construction	Ferrovial York Joint Venture
A14		The Proponent shall meet the requirements of the Secretary or relevant public authority (as determined by the Secretary) to address the cause or impact of any incident, as it relates to this approval, reported in accordance with condition A13, within such period as the Secretary may require.	Construction	Ferrovial York Joint Venture
		Part B - Environmental Performance		
B1		Except as may be provided within an EPL, the Proponent must not cause or permit any waters to be polluted, as defined under Section 120 of the *Protection of the Environment Operations Act 1997*.	Construction	Ferrovial York Joint Venture
B2		All surface water and groundwater shall be adequately treated to meet the requirements of condition B1, where feasible and reasonable, prior to entering the stormwater system, drainage lines or riparian corridors. The Proponent shall ensure that any works in identified areas of acid sulphate soil risk are undertaken in accordance with the Acid Sulphate Soil Manual (Acid Sulphate Soil Management Advisory Committee, 1998) and Guidance for the Management of Acid Sulphate Materials (RMS, 2005).	Construction	Ferrovial York Joint Venture
B3		The SSI shall be designed to ensure that the SSI, where feasible and reasonable, does not worsen existing flooding characteristics in the vicinity of the SSI. The Proponent shall where feasible and reasonable implement the water management strategy identified in Chapter 8 Northern Beaches Hospital Connectivity and Network Enhancement Project, Proposed Construction and Operation Phase Surface Water Management Strategy Concept Proposal and Stage 1 Project, Volume 1, Final Report, October 2014, Lyall and Associates.	Detailed Design	Ferrovial York Joint Venture
B4		The upgrade to the drainage system, generally as described in the documents referred to in condition A2, shall achieve a minimum 10 year ARI hydrologic standard, unless otherwise agreed by the Secretary. The detailed design of the surface water management systems shall not preclude integration with surface water management systems associated for Stage 2 of the concept proposal.	Detailed Design	Ferrovial York Joint Venture
B5		All relevant information shall be provided to the Relevant Council(s) and/ or NSW State Emergency Service, to assist in the preparation of any new or necessary update(s) to the relevant plans and documents in relation to flooding, to reflect changes in flooding levels, flows and characteristics as a result of the SSI.	Detailed Design	Ferrovial York Joint Venture
B6		The Proponent shall develop a Water Management Plan (WMP) to ensure that the project is designed and constructed to meet condition B1. The WMP shall address operational water quality management, monitoring and response arrangements in relation to surface water impacts. The Plan shall include but not be limited to:		
	(a)	identification of surface water quality objectives and pollution reduction targets of receiving waters relevant to the proposal, including consideration of:		
	i)	Northern Beaches Stormwater Management Plan, PBP, 1999; and		
	ii)	the interim Water Quality Objectives Design Guidelines in Appendix F of the Warringah Council Creek Management Study 2004;		
	(b)	identification and estimation of the type and quantity of pollutants that may be introduced into the water catchment by source and discharge point;		
	(c)	identification of the impacts of discharges on receiving surface waters, including but not limited to the consideration of:		
	i)	baseline data on current water quality in any receiving waters that could be affected by the project		
	ii)	surface water quality objectives and pollution reduction targets;		
	iii)	trigger values and the appropriate level of protection for each contaminant; and		
	iv)	how the SSI will be designed to contribute towards achievement of the water quality objectives over time where they are not currently being achieved.		
	(d)	consideration of water sensitive urban design principles consistent with NOW 's Guidelines for Riparian Corridors on Waterfront Land and the Warringah Council Creek Management Study 2004;		
	(e)	identification of measures to ensure natural flows are maintained within Trefoil Creek in ESU 5; and		
	(f)	contingency and ameliorative measures in the event that adverse impacts to surface water quality are identified (refer to condition B7).		
		The WMP is to be prepared in consultation with EPA and the Relevant Council(s) and approved by the Secretary prior to the commencement of construction, unless otherwise agreed by the Secretary. The WMP is to be ongoing for three years following the commencement of operation, unless otherwise agreed by the Secretary.	Construction	Ferrovial York Joint Venture/ Roads and Maritime
B7		A Surface Water Quality Monitoring Program (SWQMP) shall be prepared and implemented to monitor impacts on surface water quality and resources during construction and operation. The SWQMP shall be prepared by a suitably qualified and experienced person(s) and include, but not be limited to:		
	(a)	a surface water quality monitoring program including the identification of monitoring locations which are representative of the potential extent of impacts from the SSI, including the relevant analyses and frequency and sampling distribution of modelling;		
	(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;		
	(c)	representative background monitoring of surface water quality parameters prior to the commencement of construction, to establish baseline water conditions, unless otherwise agreed by the Secretary;		
	(d)	the presentation of water quality standards and parameters having regard to the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000 (Australia and New Zealand Environment Conservation Council, 2000) and a statement of the indicators and associated trigger values or criteria for the identified environmental values;		
	(e)	a statement of the surface water quality objectives and pollution reduction targets of receiving waters relevant to the proposal for the receiving waters relevant to the proposal;		
	(f)	trigger values for action and associated actions or mitigation measures if trigger values are exceeded; and		
	(g)	reporting of the monitoring results to the Secretary, EPA, and the Relevant Council(s).		

Ref	Sub Ref.	CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
		The SWQMP is to be prepared in consultation with EPA, NOW and the Relevant Council(s) and approved by the Secretary prior to the commencement of construction, unless otherwise agreed by the Secretary. The SWQMP is to be ongoing for a minimum of three years following the commencement of operation or until the affected waterways are certified by an independent expert as being rehabilitated to an acceptable condition, unless otherwise agreed by the Secretary. A copy of the SWQMP is to be supplied to the EPA and the Relevant Council(s) upon its implementation. The results of all monitoring are to be made publicly available upon completion of each monitoring period.	Pre-Construction / Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
B8		Prior to the commencement of site preparation and excavation activities, or as otherwise agreed by the Secretary, in areas identified as having a medium to high risk and as presented in Chapter 7 of Phase 1 Contamination Assessment: Northern Beaches Hospital Connectivity and Network Enhancements Project, Frenchs Forest NSW, SMEC, October 2014., a Soil Contamination Report shall be prepared by a suitably qualified person(s) in accordance with the requirements of the Contaminated Land Management Act 1997 and associated guidelines, detailing the outcomes of Phase 2 contamination investigations within these areas. The Report shall detail, where relevant, whether the soil is suitable (for the intended land use) or can be made suitable through remediation and/or outline the potential contamination risks from the project to human health and receiving waterways. For land to be disturbed by the SSI, where the investigations identify that the site is suitable for the intended operations and that there is no need for a specific remediation strategy, measures to identify, handle and manage potential contaminated soils and materials and groundwater shall be identified in the Report and incorporated into the Construction Environmental Management Plan required under conditions D31 and D32. Should a remediation strategy be required, the Report shall include a remediation plan for addressing the disturbed area, and how the environmental and human health risks will be managed during the disturbance, remediation and/or removal of contaminated soil or groundwater. If required, the Report shall be accompanied by a Site Audit Statement(s), prepared by an accredited Site Auditor under the Contaminated Land Management Act 1997, verifying that the disturbed area has been or can be remediated to a standard consistent with the intended land use. A final Site Audit Statement(s), if required, shall be prepared by an accredited Site Auditor, certifying that the contaminated disturbed areas have been remediated to a standard consistent with the intended land use and shall be submitted to the Secretary and Relevant Council prior to operation of the site.	Pre-construction	Ferrovial York Joint Venture
B9		In undertaking the SSI, impacts to heritage within the SSI footprint, shall where feasible and reasonable, be avoided and minimised. Where impacts are unavoidable, works shall be undertaken in accordance with the strategy outlined in the Construction Heritage Management Plan required by condition C28(e).	Construction	Ferrovial York Joint Venture
B10		The Proponent shall not destroy, modify or otherwise physically affect any heritage items outside the SSI footprint. This includes Aboriginal Heritage sites Trefoil Creek 1 and Trefoil Creek 2, unless otherwise agreed by the Secretary following consultation with the OEH.	Pre-Construction / Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
B11		Measures to protect heritage sites near or adjacent to the SSI during construction shall be detailed in the Construction Heritage Management Plan required under condition C28.	Construction	Ferrovial York Joint Venture
B12		Access to all properties shall be maintained during construction and operation, where feasible and reasonable, unless otherwise agreed by the relevant property owner or occupier. Any access physically affected by the SSI shall be reinstated to at least an equivalent standard, unless agreed with by the property owner.	Construction / Operation	Ferrovial York Joint Venture
B13		The Proponent shall investigate, in consultation with Council, facilitating left turn access for general traffic from Patanga Road on to Frenchs Forest Road East. Where such movement cannot be facilitated, the restriction of access at the Patanga Road and Frenchs Forest Road East intersection shall be managed so as to ensure that there is a suitable alternative travel route and that road users are clearly advised of these restrictions prior to approaching the intersection. The traffic performance of the restrictions including in relation to the safe turning of vehicles shall be monitored and assessed in accordance with condition D7 (Operational Traffic Performance Review). If this review identifies traffic performance and safety related issues, the Proponent shall investigate facilities to allow vehicles to turn around in a safe manner.	Detailed Design	Ferrovial York Joint Venture/ Roads and Maritime
B14		The project shall include the delivery of cycle facilities along Wakehurst Parkway to the north of Frenchs Forest Road and for the extent of the SSI project.	Detailed Design	Ferrovial York Joint Venture/ Roads and Maritime
B15		Replacement parking for the Skyline Shops and The Forest High School shall be provided prior to the loss of associated parking, unless otherwise agreed by the Secretary.	Construction	Ferrovial York Joint Venture
B16		In relation to new or modified local road, parking, kiss and ride, public transport, pedestrian and cycle infrastructure, the SSI shall be designed and implemented:		
	(a)	in consultation with the Relevant Council(s), DEC, Health Infrastructure and The Forest High School Working Group;		
	(b)	to take into consideration existing and future demand, road safety, traffic network impacts and local access;		
	(c)	facilitate a high level of pedestrian accessibility and safety, including safe access to and from The Forest High School, and the provision of pedestrian crossings on all four legs of intersections, where feasible and reasonable;		
	(d)	to reflect local and regional cycle plans and to ensure that on and off road cycle infrastructure is delivered to provide seamless connectivity (including between stages of the Concept Proposal); and		
	(e)	to meet relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Engineering Practice.	Detailed Design	Ferrovial York Joint Venture/ Roads and Maritime
B17		An independent road safety audit(s) is to be undertaken by an appropriately qualified and experienced person during detailed design to assess the safety performance of the subject road network and associated facilities and to ensure that they meet the requirements of condition B16(e). Audit findings and recommendations shall be actioned prior to construction and shall be made available to the Secretary on request.	Construction	Ferrovial York Joint Venture
B18		The clearing of native vegetation shall be minimised with the objective of reducing impacts to any threatened species or Endangered Ecological Communities to the greatest extent practicable. Impacted vegetation shall be rehabilitated with endemic species to the greatest extent practicable.	Construction	Ferrovial York Joint Venture
B19		The Proponent shall implement all feasible and reasonable corridor and wildlife connectivity measures, including those identified in Chapter 5 Biodiversity Assessment Report, Northern Beaches Hospital Connectivity and Network Enhancements, SMEC, October 2014.	Detailed Design	Ferrovial York Joint Venture
B20		The proponent shall develop and implement an Ecological Monitoring Program to monitor the effectiveness of project design and biodiversity mitigation measures implemented as part of the project. The program shall be developed by a suitably qualified and experienced ecologist in consultation with the OEH, and shall include but not necessarily be limited to:		
	(a)	an adaptive monitoring program to assess the effectiveness of design and mitigation measures and allow amendment to the measures if necessary. The monitoring program shall nominate performance parameters and criteria against which effectiveness will be measured, including but not limited to specific species such as Long Nosed Bandicoots, in relation to road kill;		
	(b)	mechanisms for developing additional monitoring protocols to assess the effectiveness of any additional mitigation measures implemented to address additional impacts in the case of design amendments or unexpected threated species finds during construction (where these additional impacts are generally consistent with the biodiversity impacts identified for the project in the documents listed under condition A2);		
	(c)	monitoring shall be undertaken during construction (for construction-related impacts) and from opening of the project to traffic (for operation/ongoing impacts) until such time as the effectiveness of mitigation measures can be demonstrated to have been achieved over a minimum of three successive monitoring periods after opening of the project to traffic, unless otherwise agreed by the Secretary. The monitoring period may be reduced with the agreement of the Secretary in consultation with OEH, depending on the outcomes of the monitoring;		
	(d)	provision for the assessment of the data to identify changes to habitat usage and whether this can be directly attributed to the project including, but not limited to, the impacts on the Red- crowned Toadlet as a result of any drainage system redesign and peak flow diversion into or away from ESU 5 and Trefoil Creek (drainage line 2);		
	(e)	details of contingency measures that would be implemented in the event of changes to habitat usage patterns directly attributable to the construction or operation of the project; and		
	(f)	provision for annual reporting of monitoring results to the Secretary and OEH, or as otherwise agreed by those agencies.		
		The Program shall be submitted to the Secretary for approval no later than six (6) weeks prior to the commencement of construction that would result in the disturbance of native vegetation, unless otherwise agreed by the Secretary.	Construction	Ferrovial York Joint Venture
B21		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 POEO Act, if such a licence is required in relation to that waste.	Construction	Ferrovial York Joint Venture
B22		The reuse and/or recycling of waste materials generated on site shall be maximised as far as practicable, to minimise the need for treatment or disposal of those materials off site.	Construction	Ferrovial York Joint Venture
B23		All liquid and/or non-liquid waste generated on the site shall be assessed and classified in accordance with *Waste Classification Guidelines* (DECCW, 2009).	Construction	Ferrovial York Joint Venture
B24		All waste materials removed from the site shall only be directed to a waste management facility or premises lawfully permitted to accept the materials.	Construction	Ferrovial York Joint Venture
B25		Utilities, services and other infrastructure potentially affected by construction and operation shall be identified prior to construction 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, relocation, protection, and/or support of the affected infrastructure as required. All works shall meet the safety standards, environmental safeguards and other related requirements of the service provider. All The cost of any such arrangements shall be borne by the Proponent, unless otherwise agreed by the service provider.	Construction	Ferrovial York Joint Venture
B26		The Proponent shall ensure that all land impacted as a result of utility adjustments or relocations are restored to a standard necessary to facilitate safe pedestrian, cyclist and vehicle usage until such time as construction of Stage 2, pending approval, commences. Should construction of Stage 2 not commence within twelve months following finalisation of utility adjustments, the impacted land shall be restored to its pre-construction condition.	Construction	Ferrovial York Joint Venture
B27		Relocation of utilities, services and other infrastructure shall not compromise the delivery of transport infrastructure, including cycle ways identified in the Concept Proposal.	Pre-Construction / Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
B28		The Proponent, in consultation with the Relevant Council(s), shall where feasible and reasonable, implement the urban design objectives and principles, giving consideration to the design strategies and mitigation measures identified in Northern Beaches Hospital Connectivity and Network Enhancements: Concept Proposal and Stage 1 Urban Design and Landscape Character and Visual Impact Assessment, Spackman Mossop and Michaels, October 2014. Where an urban design principle or objective is not considered feasible or reasonable, this will be clearly demonstrated to the Secretary in conjunction with the submission of the Urban Design and Landscape Plan required by condition B29.	Detailed Design	Ferrovial York Joint Venture/ Roads and Maritime
B29		The use of visible shotcrete for retaining walls and other structures is not permitted, unless approved by the Secretary through the Urban and Design and Landscape Plan required by condition B30.	Pre-Construction / Construction / Operation	Ferrovial York Joint Venture
B30		Prior to the commencement of permanent built works and/ or landscaping, or as otherwise agreed by the Secretary, an Urban Design and Landscape Plan shall be prepared and implemented (following approval) for the SSI. The Plan shall be prepared by suitably qualified and experienced person(s), in consultation with the Council, Health infrastructure, educational facilities and the community, for the approval of the Secretary. The Plan shall present an integrated urban and landscape design for the SSI, and shall include, but not necessarily be limited to:		
	(a)	identification of design objectives, principles and standards based on:		
	v)	local environmental values		
	vi)	urban design context,		

Ref	Sub Ref.	CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
	vii)	sustainable design and maintenance,		
	viii)	community safety, amenity and privacy, including 'safer by design' and crime prevention through environment design principles where relevant;		
	ix)	relevant design standards and guidelines (including consideration of Council standards and guidelines where feasible and reasonable); and		
	x)	the requirements of condition B28;		
	(a)	the location of existing vegetation, a description of disturbed areas (including compounds) and details of the strategies to progressively revegetate these areas;		
	(b)	proposed landscaping (including use of endemic and advanced tree species where practicable). Details of species to be replanted/ revegetated shall be provided, including their appropriateness to the area and habitat for threatened species (including rehabilitation of riparian and Duffy's Forest ecological community vegetation);		
	(c)	the provision of a Seed Collection and Revegetation Strategy, to ensure seed from flora within Duffy's Forest ecological community, where feasible and reasonable, are collected and species identified and used to progressively rehabilitate, regenerate and/ or revegetate these areas with the assistance and involvement of key community and land or bush care groups in the area, where practicable;		
	(d)	design features, built elements, transport infrastructure, signage, lighting and building materials (including retaining walls) including, but not limited to, colour schemes and finishes of built features;		
	(e)	an assessment of the visual screening effects of existing vegetation and the proposed landscaping and built elements. Where receivers have been identified as likely to experience high visual impact as a result of		
	(f)	graphics such as sections, perspective views and sketches for key elements of the SSI, including, but not limited to built elements of the SSI;		
	(g)	monitoring and maintenance procedures for the built elements, rehabilitated vegetation and landscaping (including weed control) including performance indicators, responsibilities, timing and duration and		
	(h)	evidence of consultation with stakeholders on the proposed urban design and landscape measures prior to its finalisation.		
		Note: The Plan may be submitted in Stages to suit a staged construction program of the SSI	Pre-construction	Ferrovial York Joint Venture
B31		Any damage caused to property as a result of the SSI shall be rectified or the landowner compensated, within a reasonable timeframe, with the costs borne by the Proponent. This condition is not intended to limit any claims that the landowner may have against the Proponent.	Construction	Ferrovial York Joint Venture
B32		The Proponent shall construct and operate the SSI with the objective of minimising light spillage to residential properties and be generally consistent with the requirements of *Australian Standard 4282- 1997 Control of the obtrusive effects of outdoor lighting*	Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
		Part C - Construction Environmental Management		
C1		Prior to the commencement of construction of the SSI, or as otherwise agreed by the Secretary, the Proponent shall appoint a suitably qualified and experienced Environmental Representative(s) that is independent of the design and construction personnel, and that has been approved by the Secretary. The Proponent shall employ an Environmental Representative(s) for the duration of construction, or as otherwise agreed by the Secretary. The Environment Representative(s) shall:		
	(a)	be the principal point of advice in relation to the environmental performance of the SSI;		
	(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;		
	(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;		
	(d)	ensure that environmental auditing is undertaken in accordance with the Proponent's Environmental Management System(s);		
	(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		
	(f)	be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts, and failing the effectiveness of such steps, to direct that relevant actions be ceased immediately should an adverse impact on the environment be likely to occur; and		
	(g)	be available to 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 .	Pre-Construction / Construction / Operation	Roads and Maritime Services
C2		The Environmental Representative shall prepare and submit to the Secretary a monthly report on the Environmental Representative's actions and decision on matters specified in condition C1 for the preceding month. The reports shall be submitted within seven (7) days for the end of each month for the duration of construction of the SSI, or as otherwise agreed by the Secretary. Notwithstanding, the Environmental Representative shall be given the independence to report to the Secretary at any time and/or at the request of the Secretary.	Construction	Roads and Maritime Services
C3		Soil and water management measures consistent with Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition (Landcom, 2004) shall be employed during the construction of the SSI to minimise soil erosion and the discharge of sediment and other pollutants to land and/or waters.	Construction	Ferrovial York Joint Venture
C4		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 dust control.	Construction	Ferrovial York Joint Venture
C5		Except as permitted by an EPL, construction activities associated with the SSI shall be undertaken during the following standard construction hours:		
	(a)	7:00am to 6:00pm Mondays to Fridays, inclusive;		
	(b)	8:00am to 1:00pm Saturdays; and		
	(c)	at no time on Sundays or public holidays.	Construction	Ferrovial York Joint Venture
C6		Except as permitted by an EPL, high noise impact works and activities (including, but not limited to rock breaking, rock hammering) shall only be undertaken:		
	(a)	(a) between the hours of 8:00 am to 6:00 pm Monday to Friday;		
	(b)	(b) between the hours of 8:00 am to 1:00 pm Saturday; and		
	(c)	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.		
		For the purposes of this condition 'continuous' includes any period during which there is less than a one hour respite between ceasing and recommencing any of the work the subject of this condition.	Construction	Ferrovial York Joint Venture
C7		The Proponent shall, where feasible and reasonable, limit high noise impact activities and work to the mid-morning and mid-afternoon periods.	Construction	Ferrovial York Joint Venture
C8		Notwithstanding conditions C5 and C6 construction works outside of the standard construction hours may be undertaken in the following circumstances:		
	(a)	construction works that generate:		
	(i)	LAeq(15 minute) noise levels no more than 5 dB(A) above rating background level at any residence in accordance with the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009); and		
	(ii)	LAeq(15 minute) noise levels no more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009) at other sensitive receivers; and		
	(iii)	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 Assessing Vibration: a technical guideline; and		
	(iv)	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 Assessing Vibration: a technical guideline; or		
	(b)	where a negotiated agreement has been reached with affected receivers, where the prescribed noise and vibration levels cannot be achieved; or		
	(c)	for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or		
	(d)	where it is required in an emergency to avoid injury or the loss of life, property and/or to prevent environmental harm; or		
	(e)	works approved through an EPL, including for works identified in an out of hours procedure.	Construction	Ferrovial York Joint Venture
C9		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 and Vibration Management Plan required under condition C28(a). Note: The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5dB(A) to the predicted level before comparing to the construction NML.	Construction	Ferrovial York Joint Venture
C10		The SSI shall be constructed with the aim of achieving the following construction vibration goals:		
	(a)	for structural damage to heritage structures, the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration – Part 3 Effects of vibration on structures;		
	(b)	for damage to other buildings and/or structures, the vibration limits set out in the British Standard BS 7385-1:1990 Evaluation and measurement for vibration in buildings – Guide for measurement of vibration and evaluation of their effects on buildings (as referenced in Australian Standard AS 2187.2-2006 Explosives – Storage and use – Use of Explosives); and		
	(c)	for human exposure, the acceptable vibration values set out in the Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006).	Construction	Ferrovial York Joint Venture
C11		Where feasible and reasonable, operation noise mitigation measures shall be implemented at the start of Construction (or at other times during construction) to minimise construction noise impacts.	Construction	Ferrovial York Joint Venture
C12		During construction, affected educational institutions (including The Forest High School) shall be consulted and feasible and reasonable steps taken to ensure that noise generating construction works in the vicinity of affected buildings are not timetabled during examination periods (where practicable), unless other reasonable arrangements to the affected institutions are made at no cost to the affected institution.	Construction	Ferrovial York Joint Venture
C13		No blasting shall be undertaken unless reviewed and approved by the secretary in consultation with the EPA	Construction	Ferrovial York Joint Venture
C14		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 preventing visible emissions of dust from the site. Should such visible dust emissions occur at any time, the Proponent shall identify and implement all feasible and reasonable dust mitigation measures, including cessation of relevant works, as appropriate, such that emissions of visible dust cease.	Construction	Ferrovial York Joint Venture
C15		The SSI shall be constructed, where feasible and reasonable, to avoid the use of local roads (through residential streets) by heavy vehicles to gain access to ancillary facilities outside of the SSI footprint.	Construction	Ferrovial York Joint Venture

Ref	Sub Ref.	CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
C16		Access to construction compounds via local roads shall be limited to standard construction hours, where practicable, unless otherwise detailed within the Construction Traffic and Access Management Plan as required in condition C28(c).	Construction	Ferrovial York Joint Venture
C17		Safe pedestrian and cyclist access through or around worksites shall be maintained during construction. In circumstances where pedestrian and cyclist access is restricted due to construction activities, a satisfactory alternate route shall be provided and signposted.	Construction	Ferrovial York Joint Venture
C18		Construction vehicles (including staff vehicles) associated with the SSI shall be managed to:		
	(a)	minimise parking or queuing on public roads;		
	(b)	minimise idling and queuing in local residential streets where practicable; and		
	(c)	adhere to the nominated haulage routes identified in the Construction Traffic Management Plan required under condition C29(c).	Construction	Ferrovial York Joint Venture
C19		Upon determining the haulage route(s) for construction vehicles associated with the SSI, and prior to construction, a suitably qualified and experienced independent expert shall prepare a Road Dilapidation Report for all local roads utilised. The Report shall assess the current condition of the road and describe mechanisms to restore any damage that may result due to its use by traffic and transport related to the construction of the SSI. The Report shall be submitted to the Relevant Council for review prior to the commencement of haulage. Following completion of construction, a subsequent Report shall be prepared to assess any damage to the road that may have resulted from the construction of the SSI. 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 Council, and at the full expense of the Proponent. Note: Nothing in this condition restricts the Proponent commencing adjustments and minor upgrades to the existing road network to cater for construction traffic and installation of temporary project signage prior	Construction	Ferrovial York Joint Venture
C20		The Proponent shall develop and implement a **Biodiversity Offset Package**. The Package shall detail how the ecological values lost as a result of the SSI will be offset. The Package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align, as far as is feasible and reasonable, with the Biodiversity Offset Strategy requirements of the NSW Biodiversity Offsets Policy for Major Projects, OEH, 2014 and developed in consultation with and to meet the requirements of OEH unless otherwise agreed by the Secretary. The Package shall include, but not necessarily be limited to:		
	(a)	the identification of the extent and types of habitat that would be lost or degraded as a result of the final design of the SSI;		
	(b)	the objectives and biodiversity outcomes to be achieved;		
	(c)	the final suite of the biodiversity offset measures selected and secured in accordance with the Biodiversity Offsets Strategy outlined in the EIS for the SSI;		
	(d)	the management and monitoring requirements (where a biobanking agreement is not being entered into) for compensatory habitat works and other 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 (including translocation) 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;		
	ii.	provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the OEH; and		
	iv .	timing and responsibilities for the implementation of the provisions of the Package.		
		Where land offsets cannot solely achieve compensation for the loss of habitat, additional measures shall be provided to collectively deliver an improved or maintained biodiversity outcome for the region. Where feasible and reasonable, the Biodiversity Offset Package shall be designed and implemented in consideration of the potential offset requirements for Stage 2 of the Concept Proposal and with the objective of adjacent locating of offset sites and improving connectivity. Where monitoring referred to in condition C20(d) indicates that biodiversity outcomes are not being achieved, remedial actions shall be undertaken to ensure that the objectives of the Biodiversity Offset Package are achieved. The Package shall be approved by the Secretary within 12 months of the commencement of construction, unless otherwise agreed by the Secretary. Notwithstanding, the approval of the Package maybe deferred should approval for Stage 2 of the Concept Proposal be given within 12 months of the date of this approval.	Construction / Operation	Roads and Maritime Services
C21		Dangerous goods, as defined by the Australian Dangerous Goods Code, shall be stored and handled strictly in accordance with:		
	(a)	all relevant Australian Standards;		
	(b)	for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume, within the bund; and		
	(c)	the Environment Protection Manual for Authorised Officers: Bunding and Spill Management, technical bulletin (Environment Protection Authority, 1997).		
		In the event of an inconsistency between the requirements listed from (a) to (c) above, the most stringent requirement shall prevail to the extent of the inconsistency.	Construction	Ferrovial York Joint Venture
C22		The Proponent shall provide boundary screening at all construction compounds that adjoin or are adjacent to residential, educational and/or commercial properties, with the objective of being consistent with the surrounding context.	Construction	Ferrovial York Joint Venture
C23		The location of the ancillary facilities shall be identified in the Construction Environment Management Plan required under condition C27.	Construction	Ferrovial York Joint Venture
C24		Unless approved by the Secretary, the location of Ancillary Facilities, not identified in condition A2, shall comply with the following locational criteria:		
	(a)	be located more than 50 metres from a waterway;		
	(b)	be located within or adjacent to land where the SSI is being carried out;		
	(c)	have ready access to the road network;		
	(d)	be located to minimise the need for heavy vehicles to travel through residential areas;		
	(e)	be sited on relatively level land;		
	(f)	be separated from nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant);		
	(g)	not require vegetation clearing beyond that already required by the SSI;		
	(h)	not impact on heritage items (including areas of archaeological sensitivity) beyond those already impacted by the SSI;		
	(i)	not unreasonably affect the land use of adjacent properties;		
	(j)	be above the 20 ARI flood level unless a contingency plan to manage flooding is prepared and implemented; and		
	(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.	Construction	Ferrovial York Joint Venture
C25		All ancillary facilities and access points shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner where relevant.	Construction	Ferrovial York Joint Venture
C26		C26 The Secretary's approval is not required for minor Ancillary Facilities (e.g. lunch sheds, office sheds, and portable toilet facilities) that do not comply with the criteria set out in condition D28 and		
	(a)	are located within an active construction zone within the approved SSI footprint; and		
	(b)	have been assessed by the Environmental Representative to be -		
	(i)	of low amenity risk to surrounding residences, with consideration to matters such as noise and vibration impacts, traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and		
	(ii)	of low environmental risk in respect to waste management and impacts on flora and fauna, soil and water, and heritage; and		
	(c)	have environmental and amenity impacts that can be managed through the implementation of environmental measures detailed in the Construction Environmental Management Plan for the project.	Construction	Ferrovial York Joint Venture
C27		Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Proponent shall prepare and implement (following approval) a Construction Environmental Management Plan (CEMP) for the SSI. The CEMP is to be prepared in consultation with NOW and Council, for the approval of the Secretary. The CEMP shall outline the environmental management practices and procedures that are to be followed during construction. The CEMP is to be prepared in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The CEMP shall include, but not necessarily be limited to:		
	(a)	a description of activities to be undertaken during construction of the SSI (including staging and scheduling);		
	(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;		
	(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;		
	(d)	an environmental risk analysis to identify the key environmental performance issues associated with the construction phase;		
	(e)	and 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). These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the project area (including the NBH project and Stage 2 of the Concept Proposal). In particular, the following environmental performance issues shall be addressed in the CEMP:		
	(i)	measures for reducing, managing and monitoring air quality impacts;		
	(ii)	measures for the handling, treatment and management of hazardous and contaminated materials (including asbestos);		
	(iii)	measures to monitor and manage waste generated during construction including but not necessarily limited to: general procedures for waste classification, handling, reuse, and disposal; use of secondary waste material in construction wherever feasible and reasonable; procedures or dealing with green waste including timber and mulch from clearing activities;		
	(iv)	measures for reducing demand on water resources (including potential for reuse of treated water from sediment control basins);		
	(v)	measures to monitor and manage hazard and risks; and		
	(vi)	the issues identified in Condition C28.		

Ref	Sub Ref.	CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
		The CEMP shall include procedures for its periodic review and update (including the sub-plans required under Condition C28), as necessary (including where minor changes can be approved by the Environmental Representative). The CEMP shall be submitted for the approval of the Secretary no later than one month prior to the commencement of construction, or as otherwise agreed by the Secretary. The CEMP may be prepared in stages; however, construction works shall not commence until written approval of the relevant stage has been received from the Secretary. Note: The approval of a CEMP does not relieve the Proponent of any requirement associated with this SSI approval. If there is an inconsistency with an approved Construction Environmental Management Plan and the conditions of this SSI approval, the requirements of this SSI approval shall prevail.	Construction	Ferrovial York Joint Venture
C28 (a)		As part of the CEMP for the SSI, the Proponent shall prepare and implement (following approval):	Construction	Ferrovial York Joint Venture
	(a)	a Construction Compound and Ancillary Facilities Management Plan to detail the management of site compounds associated with the infrastructure activity. The Plan shall be developed in consultation with NOW and Council and include but not be limited to:		
	(i)	a description of the facility, its components and the surrounding environment;		
	(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;		
	(iii)	an assessment of the facility against the criteria provided in condition C.24. Where proposed facilities do not meet those criteria, the assessment must justify and (where relevant) quantify potential impacts of the facility;		
	(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;		
	(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		
	(vi)	appropriate monitoring, review and amendment mechanisms.	Construction	Ferrovial York Joint Venture
C28 (b)	(b)	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) and be prepared in consultation with The Forest High School Working Group. The Plan shall include, but not be limited to:		
	(i)	identification of sensitive receivers and relevant construction noise and vibration goals applicable to the SSI stipulated in this approval;		
	(ii)	details the 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 ancillary facilities) that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers, particularly residential areas;		
	(iii)	identification of construction noise and vibration levels at sensitive receivers; including consideration of cumulative impacts associated with adjoining development sites;		
	(iv)	identification of feasible and reasonable measures proposed to be implemented to minimise and manage construction noise and vibration impacts (including construction traffic noise impacts);		
	(v)	procedures and mitigation measures to ensure relevant vibration criteria are achieved, including applicable buffer distances for vibration sensitive works, use of low-vibration generating equipment/ vibration dampeners or alternative construction methodology, and pre- and post- construction dilapidation surveys of receivers where vibration is likely to result in damage to buildings and structures (including surveys being undertaken immediately following a monitored exceedance of the criteria);		
	(vi)	a program for construction noise and vibration monitoring (including the monitoring of the effectiveness of noise and vibration mitigation measures) during construction, clearly indicating the monitoring frequency, monitoring locations, how the monitoring results would be recorded and reported, and, if any exceedance is detected, how any non-compliance would be rectified;		
	(vii)	procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for managing and responding to noise complaints; and		
	(viii)	mechanisms for the monitoring, review and amendment of this plan.	Construction	Ferrovial York Joint Venture
C28 (c)	(c)	(c) a Construction Traffic and Access Management Plan to ensure traffic and access controls are implemented to avoid or minimise impacts on traffic, pedestrian and cyclist access, and the amenity of the surrounding environment. The Plan shall be developed in consultation with the Council, emergency services, road user groups, Health Infrastructure, The Forest High School Working Group, and include, but not necessarily be limited to:		
	(i)	identification of construction traffic routes and construction traffic volumes (including heavy vehicle/spoil haulage) on these routes;		
	(ii)	details of vehicle movements for construction sites and site compounds including parking, dedicated vehicle turning areas, and ingress and egress points;		
	(iii)	discussion of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, access to public land, property access, rat runs, including details of oversize load movements, and the nature and duration of those impacts;		
	(iv)	details of management measures to minimise traffic impacts and maintain road capacity during morning and afternoon peaks, including 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;		
	(v)	details of measures to maintain or provide alternative safe and accessible routes for pedestrians throughout the duration of construction, including provision of replacement kiss and ride, bus stops, pedestrian and cyclist access and paths where necessary;		
	(vi)	details of measures to maintain connectivity for cyclists, with particular emphasis on providing adequate access between key existing cycle routes;		
	(vii)	details of measures to manage traffic movements, rat runs, parking, loading and unloading at ancillary facilities during out-of-hours work;		
	(viii)	details of methods to be used to communicate proposed future traffic changes to affected road users, pedestrians and cyclists, consistent with the Community Communication Strategy required under condition C1 of Schedule 2;		
	(ix)	an adaptive response plan which sets out a process for response to any traffic, construction or other incident; and		
	(x)	mechanisms for the monitoring, review and amendment of this plan.	Construction	Ferrovial York Joint Venture
C28(d)	(d)	A Construction Soil and Water Management Plan to manage surface and groundwater impacts during construction of the SSI. The plan shall be developed in consultation with NOW and the Council and include, but not necessarily be limited to:		
	(i)	details of construction activities and their locations, which have the potential to impact on water courses, storage facilities, stormwater flows, and groundwater, including identification of all pollutants that may be introduced into the water cycle;		
	(ii)	soil erosion and sediment control measures that comply with the practices and principles as required under Condition C3;		
	(iii)	details of the staging of construction activities to minimise and manage potential sediment loads discharging to receiving drainage lines as a result of soil loss from disturbed areas;		
	(iv)	impacts on watercourse bank stability and the development of appropriate mitigation measures as required ;		
	(v)	a contingency plan to be implemented in the case of unanticipated discovery of contaminated material during construction;		
	(vi)	an Asbestos Management Plan, to be developed in accordance with the National Environment Protection (Assessment of Site Contamination) Measure 1999, and to include measures for the safe removal and disposal of known and undiscovered asbestos within the SSI footprint and related construction ancillary facilities, stockpile sites and site access;		
	(vii)	a description of how the effectiveness of these actions and measures would be monitored and maintained during the proposed works, clearly indicating how often this monitoring and maintenance 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; and		
	(viii)	mechanisms for the monitoring, review and amendment of this plan.		
		The Construction Soil and Water Management Plan shall be prepared to generally reflect, where feasible and reasonable, the recommendations made in the "Construction Phase Surface Water Management Strategy" as outlined in Section 7 of the EIS technical paper – Proposed Construction and Operational Phase Surface Water Management Strategy.	Construction	Ferrovial York Joint Venture
C28(e)	(e)	a Construction Heritage Management Plan to ensure construction impacts on Aboriginal and non-Aboriginal heritage will be appropriately avoided, minimised and managed. The Plan shall be developed in consultation with the Council and Aboriginal stakeholders (for Aboriginal heritage), and include, but not necessarily be limited to:		
	(i)	in relation to Aboriginal Heritage:		
	(A)	details of management measures for the protection of Aboriginal Heritage;		
	(B)	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 and experienced archaeologist in consultation with Department of Planning and Environment, OEH and Aboriginal stakeholders, and assessment of the consistency of any Aboriginal heritage impacts against the approved impacts of the SSI;		
	(C)	procedures for dealing with human remains, including cessation of works in the vicinity, notification of Department of Planning and Environment, NSW Police Force, OEH and Aboriginal stakeholders, and commitment to cease recommencing any works in the area unless authorised by the OEH and/or the NSW Police Force;		
	(D)	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		
	(E)	procedures for ongoing Aboriginal consultation and involvement for the duration of the SSI, in the event that previously unidentified Aboriginal objects are discovered; and		
	(ii)	in relation to non-Aboriginal Heritage:		
	(A)	Listing of heritage Items directly and indirectly affected by the SSI;		
	(B)	details of management measures to be implemented to prevent and minimise impacts on heritage items (including the measures to protect unaffected sites from vibration and other impacts during construction works in the vicinity);		
	(C)	details of monitoring and reporting requirements for impacts on heritage items;		
	(D)	procedures for dealing with previously unidentified heritage objects, (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, NSW Heritage Council and Department of Planning and Environment, and assessment of the consistency of any heritage impacts against the approved impacts of the SSI; and		
	(E)	heritage training and induction processes for construction personnel (including procedures for keeping records of inductions and obligations under this approval including site identification, protection and conservation of non-Aboriginal cultural heritage; and		
	(iii)	mechanisms for the monitoring, review and amendment of this plan.	Construction	Ferrovial York Joint Venture
C28(f)	(f)	a Construction Flora and Fauna Management Plan to detail how construction impacts on ecology will be minimised and managed. The Plan shall be endorsed by an appropriately qualified and experienced ecologist and in consultation with NOW and the Council, and shall include, but not necessarily be limited to:		

Ref	Sub Ref.	CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
	(i)	plans for impacted and adjoining areas showing vegetation communities, including riparian areas; 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;		
	(ii)	the identification of areas to be cleared and details of management measures to avoid residual habitat damage or loss and to minimise or eliminate time lags between the removal and subsequent replacement of habitat such as:		
	(A)	clearing minimisation procedures (including fencing),		
	(B)	pre-clearing and clearing procedures,		
	(C)	removal and relocation of fauna during clearing,		
	(D)	habitat tree and hollow bearing tree management, and		
	(E)	construction worker education;		
	(iii)	rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas;		
	(iv)	a Pathogen and Weed Management Strategy, incorporating weed management measures focusing on early identification of invasive weeds and pathogens (including but not limited to Batrachochytrium dendrobatidis, Phytopthora cinnamomi and myrtle rust) and effective management controls;		
	(v)	a description of how the effectiveness of these management measures would be monitored;		
	(vi)	a procedure for dealing with unexpected EEC/ threatened species identified during construction, including cessation of work and notification of the OEH, determination of appropriate mitigation measures in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/ or biodiversity offset requirements and		
	(vii)	mechanism for the monitoring, review and amendment of this plan	Construction	Ferrovial York Joint Venture
Part D - Operational Environmental Management and Reporting				
D1		The SSI shall be designed and operated with the objective of not exceeding the road noise criteria outlined in the *NSW Road Noise Policy* (DECCW, 2011).	Detailed Design	Ferrovial York Joint Venture
D2		Tactile noise from traffic signals shall be managed in accordance with the Roads and Maritime Management framework identified in Nothern Beaches Hospital Road Connectivity and Network Enhancements Stage 1 and Concept Proposal Noise and Vibration Submissions Report, SLR, March 2015.	Pre-Construction / Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
D3		Unless otherwise agreed by the Secretary, within six months of commencing construction, the Proponent shall, in consultation with the EPA, submit for the approval of the Secretary, a Review of the operational noise mitigation measures proposed to be implemented for the SSI. The Review shall be undertaken by a suitably qualified and experienced acoustic specialist and shall:		
	(a)	confirm the operational noise predictions of the SSI based on detailed design, including maximum night time noise events (utilising an appropriately calibrated noise model which has incorporated additional noise monitoring where necessary for calibration purposes);		
	(b)	review the suitability of the operational noise mitigation measures identified in the documents listed under condition A2 to achieve the criteria outlined in the NSt4/ Road Norse Policy (DECCW, 2011), based on the operational noise performance of the SSI predicted under condition D1; and		
	(c)	where necessary, investigate and identify additional feasible and reasonable noise mitigation measures to achieve the criteria outlined in the NSW Road Noise Policy (DECCW, 2011);		
	(d)	identify the management of tactile noise from traffic signals; and		
	(e)	identify all sensitive receiver locations eligible for architectural treatments.		
		Notwithstanding the above, the Proponent is responsible for the cumulative operational noise impacts of the SSI and the NBH development. That is, the Review shall incorporate a baseline time period that does not include traffic generated by the NBH development (SSI 5982).	Detailed Design	Ferrovial York Joint Venture/ Roads and Maritime
D4		Within four weeks of the Secretary's approval of the report required by condition D3, the Proponent shall write to each landowner whose property is identified as eligible for architectural treatment. If eligible, the proponent will offer to provide and fund feasible and reasonable architectural noise mitigation treatments to reduce the impact of operational traffic noise at the affected premises. The Proponent's offer shall remain open for acceptance by the affected landowner for at least six months from the date of the notification required under this condition.	Detailed Design	Ferrovial York Joint Venture/ Roads and Maritime
D5		Architectural treatments agreed between the parties shall be implemented, where practicable, within six months of reaching such an agreement.	Pre-Construction / Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
D6		Within 12 months of the commencement of operation of the SSI, or as otherwise agreed by the Secretary, the Proponent shall undertake operational noise monitoring to compare actual noise performance of the SSI against noise performance predicted in the review of noise mitigation measures required by condition D3, and prepare an Operational Noise Compliance Report to document this monitoring. The Report shall include, but not necessarily be limited to:		
	(a)	noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under condition D3 and documents specified under condition A2 of this approval;		
	(b)	a review of the operational noise levels in terms of criteria established in the NSW Road Policy (DECCW,2011);		
	(c)	receivers;		
	(d)	details on average daily traffic volumes across the SSI area, including but not limited to, traffic volumes along Frenchs Forest Road East, Frenchs Forest Road West, Naree Road, Forest Way, and the upgraded sections of Wakehurst Parkway during the daytime and night-time periods during the daytime and night-time periods based on recorded observations;		
	(e)	details of any complaints and enquiries received in relation to operational noise generated by the SSI between the date of commencement of operation and the date the report was prepared;		
	(f)	any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions;		
	(g)	an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of feasible and reasonable mitigation measures; and		
	(h)	identification of additional feasible and reasonable measures to those identified in the review of noise mitigation measures required by condition D3, if required, that would be implemented with the objective of meeting the criteria outlined in the NSW Road Policy (DECCW,2011), when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA.	Operation	Ferrovial York Joint Venture/ Roads and Maritime
D7		The Proponent shall prepare an Operational Traffic Performance Review to address the traffic performance of the SSI. The Review shall be undertaken within six months following operation of the SSI and six months following operation of the NBH development, or as otherwise agreed by the Secretary. Matters to be considered in any request to defer or not undertake all or part of the review may include the concurrent construction and/or operation of Stage 2 of the Concept Proposal. The Review shall be undertaken in consultation with the Council, The Forest High School Working Group and Health infrastructure and include, but not necessarily be limited to:		
	(a)	traffic and road network performance of the SSI against expected performance, including consideration of NBH traffic generation (if operational at the time of review);		
	(b)	local street and property access (such as ingress and egress from local roads onto Frenchs Forest Road and property during morning and afternoon peak periods), and		
	(c)	broader downstream impacts (such as the Adam Street / Forestway intersection and traffic restrictions on Patanga Road);		
	(d)	"rat running' in streets that are likely to exhibit increases in traffic as a result of the SSI, including pre construction baseline data;		
	(e)	bus priority measures implemented to mitigate detrimental impacts on bus performance;		
	(f)	the performance (for road users and pedestrians) of alternative parking arrangements as well as kiss and ride facilities for The Forest High School;		
	(g)	pedestrian movements, including in the vicinity of the NBH and the Skyline Shops (particularly in relation to accessing replacement parking); and		
	(h)	details of any complaints received relating to traffic, transport and access impacts, and how they		
		Note: Identified mitigation measures that are not consistent with the environmental impacts described in the documents /listed in condition A2, will need to be further assessed under the Environmental Planning and Assessment Act, 1979. Works will need to meet relevant design standards and be subject to independent road safety audits.	Operation	Ferrovial York Joint Venture/ Roads and Maritime
D8		The ongoing maintenance of urban design and landscaping items and works implemented as part of this SSI approval shall remain the Proponent's responsibility unless satisfactory arrangements have been put in place for the transfer of ownership of the item or work to another authority. The Proponent will maintain items and works to the standards established in the Urban Design and Landscape Plan required under condition B30, unless and until landscaping items have been transferred.	Operation	Roads and Maritime Services
D9		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.	Operation	Roads and Maritime Services

Appendix B
Stage 2 Project Approval Conditions

Ref	Sub Ref.	STAGE 2 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
Schedule 2: Conditions of Approval for Stage 2 SSI Approval				
Part A - Administrative Conditions				
A1		The Proponent must carry out the SSI generally in accordance with the		
	(a)	State significant infrastructure application SSI-6622;		
	(b)	Environmental Impact Statement; and	Pre-Construction / Construction / Operation	
	(c)	Submissions Report		
A2		In the event of an inconsistency between:	Pre-Construction / Construction / Operation	
	(a)	the conditions of this approval and any document listed from condition A1(a) to A1(c) inclusive, the conditions of this approval prevail to the extent of the inconsistency; and		
	(b)	any document listed from condition A1(a) to A1(c) inclusive, and any other document listed from condition A1(a) to A1(c) inclusive, the most recent document prevails to the extent of the inconsistency.		
A3		The Proponent must comply with any reasonable requirement(s) of the Secretary arising from the Department's assessment of:		
	(a)	any reports, plans or correspondence that are submitted in accordance with this approval; and	Pre-Construction / Construction / Operation	
	(b)	the implementation of any actions or measures contained within these reports, plans or correspondence.		
A4		This approval lapses 5 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.	Operation	
A5		The Proponent must ensure 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.	Construction / Operation	
A6		The Proponent may elect to construct and/ or operate the SSI in stages. Where staging is proposed, the Proponent must submit a Staging Report to the Secretary prior to the commencement of the first proposed stage. The Staging Report must provide details of:		
	(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)	b) details of the relevant conditions of approval, which would apply to each stage and how these will be complied with across and between the stages of the SSI.		
		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).	Construction / Operation	
A7		The Proponent may revise any documentation prepared for the Stage 1 Project to incorporate the requirements of this SSI Approval.	Pre-Construction / Construction / Operation	
A8		The Proponent must ensure that all plans, sub-plans and other management documents required by the conditions of this approval and relevant to each stage (as identified in the Staging Report) are submitted to the Secretary no later than one month prior to the commencement of the relevant stages, unless otherwise agreed by the Secretary. Notes: While any strategy, plan or program may be submitted on a progressive basis, the Proponent will need to ensure that the existing operations on site are covered by suitable strategies, plans or programs at all times; and If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program must clearly describe the specific stage to which the strategy, plan or program applies, the	Construction / Operation	
A9		The Proponent must ensure that employees, contractors and sub-contractors are aware of, and comply with, the requirements of the conditions of this approval relevant to their respective activities.	Construction / Operation	
A10		The Proponent will be responsible for any breaches of the conditions of approval resulting from the actions of all persons that it invites onto the site, including contractors, sub-contractors and visitors.	Construction	
A11		The Proponent must develop and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The Program must be submitted to the Secretary for approval prior to the commencement of construction and operate for a minimum of 18 months following commencement of operation. The Program must include, but not necessarily be limited to:		
	(a)	provisions for the notification of the Secretary prior to the commencement of construction and prior to the commencement of operation of the SSI (including prior to each stage, where works are being staged);		
	(b)	provisions for periodic review of the compliance status of the SSI against the requirements of this approval;		
	(c)	provisions for periodic reporting of compliance status to the Secretary, including but not limited to:		
	(i)	a Pre-Construction Compliance Report prior to the commencement of construction;		
	(ii)	Construction Compliance Reports, at six months intervals following commencement of construction and subsequent submission timeframes to be directed by the Secretary if necessary, following review of the Reports for the duration of construction; and		
	(iii)	a Pre-Operation Compliance Report prior to the commencement of operation;		
	(d)	a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems;		
	(e)	mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;		
	(f)	provisions for reporting environmental incidents to the Secretary during construction, in accordance with Conditions A12 and A13;		
	(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.	Construction / Operation	
A12		The Proponent must notify the EPA in relation to any pollution incident in carrying out the SSI as required by the Protection of the Environment (Operations) Act 1997 as required by that Act. The Proponent must provide the Secretary with a record of any such notification.	Construction	
A13		The Proponent must notify the Secretary (using the contact name and phone number notified by the Department from time to time) of any incident (other than those relating to the Protection of the Environment (Operations) Act 1997) with actual or potential significant off-site impacts on people or the biophysical environment within 24 hours of becoming aware of the incident on weekdays, or the following business day on weekends. The Proponent must provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred.	Construction	
A14		The Proponent must meet the requirements of the Secretary or relevant public authority (as determined by the Secretary) to address the cause or impact of any incident, as it relates to this approval, reported in accordance with condition A13, within such period as the Secretary may require.	Construction	
Part B - Environmental Performance				
B1		The Proponent must design and construct the road drainage system generally as described in the documents referred to in condition A1, to achieve a minimum:		
	(a)	10 year ARI hydrologic standard for surface roads; and		
	(b)	100 year ARI for unrelieved sag sections of the slot road for pavement surface drainage system, and 10 year ARI for longitudinal drainage system,		
		unless otherwise agreed by the Secretary.	Detailed Design	
B2		The proponent must implement all feasible and reasonable measures to limit operational groundwater inflows into the slot road to no greater than one litre per second across any given kilometre.	Detailed Design	
B3		The Proponent must provide all relevant information to Council and/or NSW State Emergency Service, to assist in the preparation of any new or necessary update(s) to the relevant plans and documents in relation to flooding, to reflect changes in flooding levels, flows and characteristics as a result of the SSI.	Detailed Design	
B4		Prior to the commencement of operation, the Proponent must commission a Wakehurst Parkway Flooding Study which reviews the flooding characteristics of the Wakehurst Parkway between the NBH and the Sydney Academy of Sport and Recreation, in the Middle Creek catchment. The Study must be prepared in consultation with relevant Councils and:		
	(a)	consider previous flood studies for the study area;		
	(b)	identify the locations on the Wakehurst Parkway which are likely to experience flooding during storm events and estimate the frequency of flood events at these locations;		
	(c)	investigate options to improve stormwater management to minimise the frequency and duration of road closures due to flooding during relevant storm events;		
	(d)	recommend reasonable and feasible measures to manage flooding impacts; and	Pre-Construction / Construction / Operation	
	(e)	include a strategy for implementing the recommendation of the study.		
B5		The Proponent must prepare and implement a Water Management Plan (WMP) for the SSI to ensure that the SSI is designed, constructed and operated to achieve the water quality and flow objectives of this approval. The WMP must include, but not be limited to:		
	(a)	the 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 and flows of potentially		
	(b)	a description of the detailed designs and/or design principles for the SSI taking into consideration the water quality objectives of the WMP, and water sensitive urban design principles consistent with the Guidelines for Riparian Corridors on Waterfront Land (DPI 2012), Warringah Council Water Management Policy (2015) and the Warringah Council Creek Management Study 2004;		
	(c)	identification and estimation of the type and quantity of pollutants that may be introduced into the water catchment by source and discharge point;		
	(d)	a detailed description of the watercourses and groundwater systems that could potentially be affected by the SSI, including:		

Ref	Sub Ref.	STAGE 2 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
	i)	currently available data on existing water quality and flows in receiving waters, groundwater levels, yield and quality in the region, and privately-owned groundwater bores, that could be affected by the project; and/or		
	ii)	a description of the procedures to obtain this information prior to the commencement of the relevant activities identified in condition B5(a);		
(e)		surface water and groundwater assessment criteria, including water quality objectives and trigger levels for investigating any potentially adverse impacts of the SSI, including consideration of:		
	i)	Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000 (Australia and New Zealand Environment Conservation Council, 2000);		
	ii)	Warringah Council's PL850- Water Management Policy (2015); and		
	iii)	the interim Water Quality Objectives Design Guidelines in Appendix F of the Warringah Council Creek Management Study 2004;		
(f)		a program to monitor and report on the potential surface water and groundwater impacts of the SSI, which includes a description of:		
	i)	representative monitoring locations;		
	ii)	the relevant analytes and parameters to monitor;		
	iii)	duration and frequency of monitoring; and		
	iv)	sampling distribution;		
(g)		identification of measures to ensure natural flows are maintained, where feasible and reasonable, within local watercourses potentially affected by the project;		
(h)		a plan to respond to any exceedances of the performance criteria, and monitor and/or mitigate any adverse surface water and/or groundwater impacts of the SSI;		
(i)		a protocol for the periodic review of the plan, including the criteria to determine the need for ongoing monitoring; and		
(j)		procedures for reporting monitoring results to the Secretary, EPA, DPI Water and Council		
		The WMP must be prepared or reviewed by a suitably qualified expert in consultation with DPI Water and Council, and approved by the Secretary prior to the commencement of construction, unless otherwise agreed by the Secretary.		
		The WMP must be implemented for a minimum of three years following the commencement of operation, unless otherwise agreed by the Secretary. Any request to discontinue the implementation of the WMP must be supported by advice from an independent expert confirming that the criteria established by condition B5(i) are met.		
		The Proponent must provide a copy of the approved WMP, and any approved revisions to the plan, to the EPA, DPI Water and Council once approved. The results of all monitoring are to be made publicly available within 4 weeks of the completion of each monitoring period.	Pre-construction	
B6		Prior to the commencement of site preparation and excavation activities, or as otherwise agreed by the Secretary, in areas identified with contamination above investigation levels as described in the Phase 2 Contamination Assessment: Northern Beaches Hospital - Stage 2 Network Enhancement Works, URS, June 2015, the Proponent must prepare and implement a Soil Contamination Report. The report must be prepared by a suitably qualified person(s) in accordance with the requirements of the Contaminated Land Management Act 1997 and associated guidelines. The report must detail, where relevant, whether the soil is suitable (for the intended land use) or can be made suitable through remediation and/or outline the potential contamination risks from the project to human health and receiving waterways. For land to be disturbed by the SSI, where the investigations identify that the site is suitable for the intended operations and that there is no need for a specific remediation strategy, measures to identify, handle and manage potential contaminated soils and materials and groundwater must be identified in the report and incorporated into the Construction Environmental Management Plan required under conditions D27 and D28. Should a remediation strategy be required, the report must include a remediation plan for addressing the disturbed area, and how the environmental and human health risks will be managed during the disturbance, remediation and/or removal of contaminated soil or groundwater. If required, the report must be accompanied by a Site Audit Statement(s), prepared by an accredited Site Auditor under the Contaminated Land Management Act 1997, verifying that the disturbed area has been or can be remediated to a standard consistent with the intended land use. A final Site Audit Statement(s), if required, must be prepared by an accredited Site Auditor, certifying that the contaminated disturbed areas have been remediated to a standard consistent with the intended land use and must be submitted to the Secretary and Council prior to operation of the site.	Construction	
B7		The Proponent must implement reasonable and feasible measures to avoid and/or minimise impacts to heritage items within the SSI footprint. Where impacts during construction of the SSI are unavoidable, works must be undertaken in accordance with the strategy outlined in the Construction Heritage Management Plan required by condition D28(e).	Construction	
B8		TThe Proponent must not destroy, modify or otherwise physically affect any heritage items outside the SSI footprint, unless otherwise agreed by the Secretary following consultation with the OEH.	Pre-Construction / Construction / Operation	
B9		Measures to protect heritage sites near or adjacent to the SSI during construction must be detailed in the Construction Heritage Management Plan required under condition D28(e).	Construction	
B10		Access to all properties must be maintained during construction and operation, where feasible and reasonable, unless otherwise agreed by the relevant property owner or occupier. Any access physically affected by the SSI must be reinstated to at least an equivalent standard, unless agreed with by the property owner.	Construction / Operation	
B11		In relation to new or modified local road, parking, kiss and ride, public transport, pedestrian and cycle infrastructure, the SSI must be designed and implemented:		
	(a)	in consultation with the Council, DEC, Health Infrastructure and The Forest High School Working Group;		
	(b)	to take into consideration existing and future demand, road safety, local access and traffic network performance, including meeting performance levels identified in the documents listed in condition A1;		
	(c)	facilitate a high level of pedestrian accessibility and safety, including safe access to and from the NBH and the provision of pedestrian crossings on all four legs of intersections, or suitable alternative, where feasible and reasonable;		
	(d)	to be compatible with local and regional cycle plans and to ensure that on and off road cycle infrastructure is delivered to provide seamless connectivity (including between Stage 1 and Stage 2); and		
	(e)	to meet relevant design, engineering and safety standards and guidelines, including Austroads Guide to Traffic Engineering Practice.	Detailed Design	
B12		An independent road safety audit(s) is to be undertaken by an appropriately qualified and experienced person during detailed design to assess the safety performance of the subject road network and associated facilities and to ensure that they meet the requirements of condition B11(e). Audit findings and recommendations must be actioned prior to construction of that permanent design element and must be made available to the Secretary on request. The implementation of the audit findings must be reviewed by the person/s responsible for the audit, or suitable alternative person/s, prior to operation of the SSI.	Detailed Design	
B13		The Proponent must develop and implement a Wildlife Connectivity and Road Risk Minimisation Strategy in consultation with OEH. The Strategy must describe the measures to be implemented during the design, construction and operation of the SSI to mitigate fauna connectivity impacts and wildlife road kill from the SSI where reasonable and feasible.	Detailed Design	
B14		The proponent must develop and implement an Ecological Monitoring Program to monitor the effectiveness of project design and biodiversity mitigation measures implemented as part of the project. The program must be developed by a suitably qualified and experienced ecologist in consultation with the OEH and Council, and must include but not necessarily be limited to:		
	(a)	an adaptive monitoring program to assess the effectiveness of design and mitigation measures and recommend amendment to the measures if necessary. The monitoring program must nominate performance parameters and criteria against which the effectiveness of these measures will be evaluated, including but not limited to specific species such as the Long Nosed Bandicoot;		
	(b)	mechanisms for developing additional monitoring protocols to assess the effectiveness of any additional mitigation measures implemented to address additional impacts in the case of design amendments or unexpected threated species finds during construction (where these additional impacts are generally consistent with the biodiversity impacts identified for the project in the documents listed under condition A2);		
	(c)	monitoring during construction (for construction-related impacts) and from opening of the project to traffic (for operation/ongoing impacts) until such time as the effectiveness of mitigation measures can be demonstrated to have been achieved over a minimum of three successive monitoring periods after opening of the project to traffic, unless otherwise agreed by the Secretary. The monitoring period may be reduced with the agreement of the Secretary in consultation with OEH, depending on the outcomes of the monitoring;		
	(d)	provision for the assessment of the data, including data obtained under the Water Management Plan in condition B5, to identify changes to habitat usage and whether this can be directly attributed to the project including, but not limited to, the impacts on the Red-crowned Toadlet as a result of any drainage system redesign and peak flow diversion into or away from ESU 8 and ESU 12 and Curl Curl Creek;		
	(e)	details of contingency measures that would be implemented in the event of changes to habitat usage patterns directly attributable to the construction or operation of the project; and		
	(f)	provision for annual reporting of monitoring results to the Secretary and OEH, or as otherwise agreed by those agencies.		
		The Program must be submitted to the Secretary for approval no later than six (6) weeks prior to the commencement of construction that would result in the disturbance of native vegetation, unless otherwise agreed by the Secretary.	Construction	
B15		The Proponent must develop and implement a Biodiversity Offset Package for the SSI. The Package must detail how the ecological values lost as a result of the SSI will be offset. The Package must be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align, as far as is feasible and reasonable, with the Biodiversity Offset Strategy requirements of the NSW Biodiversity Offsets Policy for Major Projects, OEH, 2014 and developed in consultation with and to meet the requirements of OEH unless otherwise agreed by the Secretary. The Package must include, but not necessarily be limited to:		
	(a)	the identification of the extent and types of habitat that would be lost or degraded as a result of the final design of the SSI;		
	(b)	the objectives and biodiversity outcomes to be achieved;		
	(c)	the final suite of the biodiversity offset measures selected and secured in accordance with the Biodiversity Offsets Strategy outlined in the EIS for the SSI; and		
	(d)	the management and monitoring requirements (where a biobanking agreement is not being entered into) for compensatory habitat works and other 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 (including translocation) 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;		
	ii.	provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the OEH; and		
	iv .	timing and responsibilities for the implementation of the provisions of the Package.		

Ref	Sub Ref.	STAGE 2 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
		Where feasible and reasonable, the Biodiversity Offset Package must be designed and implemented to include the offset requirements for the Stage 1 Project and with the objectives of securing areas containing Duffys Forest Ecological Community and improving connectivity in vegetation adjacent to the area impacted by the project. Where land offsets cannot solely achieve compensation for the loss of habitat, additional measures must be provided to collectively deliver an improved or maintained biodiversity outcome for the region. Where monitoring referred to in condition B14 indicates that biodiversity outcomes are not being achieved, remedial actions must be undertaken to ensure that the objectives of the Biodiversity Offset Package are achieved. The Package must be submitted to the Secretary for approval within 12 months of the commencement of construction unless otherwise agreed by the Secretary.	Pre-construction	
B16		Waste generated outside the site must not be received at the site for storage, treatment, processing, reprocessing, or disposal on the site, except as expressly permitted by a licence or waste exemption under the Protection of the Environment Operations Act 1997, if such a licence is required in relation to that waste.	Construction	
B17		The reuse and/or recycling of waste materials generated on site must be maximised as far as practicable, to minimise the need for treatment or disposal of those materials off site.	Construction	
B18		All liquid and/or non-liquid waste generated on the site must be assessed and classified in accordance with Waste Classification Guidelines (Department of Environment, Climate Change and Water, 2009).	Construction	
B19		All waste materials removed from the SSI site must only be directed to a licensed waste management facility or premises lawfully permitted to accept the materials.	Construction	
B20		Utilities, services and other infrastructure potentially affected by construction and operation of the SSI must be identified prior to construction to determine requirements for access to, diversion, protection, and/or support. Consultation with Council and the relevant owner and/or provider of services that are likely to be affected by the SSI must be undertaken to make suitable arrangements for access to, diversion, relocation, protection, and/or support of the affected infrastructure as required. All works must meet the safety standards, environmental safeguards and other related requirements of the service provider. The cost of any such arrangements is to be borne by the Proponent, unless otherwise agreed by the service provider. The Proponent must ensure that all land impacted as a result of utility adjustments or relocations is restored in consultation with Council and to a standard necessary to facilitate safe pedestrian, cyclist and vehicle usage.	Construction	
B21		Relocation of utilities, services and other infrastructure must not compromise the delivery of transport infrastructure, including cycle ways.	Pre-Construction / Construction / Operation	
B22		The Proponent, in consultation with the Council, must where feasible and reasonable, implement the urban design objectives and principles, giving consideration to the design strategies and mitigation measures identified in Northern Beaches Hospital Connectivity and Network Enhancements: Stage 2 Urban Design Report and Landscape Character and Visual Impact Assessment, Spackman Mossop and Michaels, July 2015. Where an urban design principle or objective is not considered feasible or reasonable, this will be clearly demonstrated to the Secretary in conjunction with the submission of the Urban Design and Landscape Plan required by condition B24.	Detailed Design	
B23		The use of visible shotcrete for retaining walls and other structures is not permitted, unless approved by the Secretary through the Urban and Design and Landscape Plan required by condition B24.	Pre-Construction / Construction / Operation	
B24		Prior to the commencement of permanent built works and/ or landscaping, or as otherwise agreed by the Secretary, an Urban Design and Landscape Plan must be prepared and implemented (following approval) for the SSI. The Plan must be prepared by suitably qualified and experienced person(s), in consultation with the Council, Health Infrastructure, educational facilities and the community, for the approval of the Secretary. The Plan must present an integrated urban and landscape design for the SSI, and must include, but not necessarily be limited to:		
	(a)	identification of design objectives, principles and standards based on:		
	i)	local environmental values		
	ii)	urban design context,		
	iii)	sustainable design and maintenance,		
	iv)	community safety, amenity and privacy, including 'safer by design' and crime prevention through environment design principles where relevant;		
	v)	relevant design standards and guidelines (including consideration of Council standards and guidelines where feasible and reasonable); and		
	vi)	the requirements of condition B22;		
	(a)	the location of existing vegetation, a description of disturbed areas (including compounds) and details of the strategies to progressively revegetate these areas;		
	(b)	proposed landscaping (including use of endemic and advanced tree species where practicable). Details of species to be replanted/ revegetated must be provided, including their appropriateness to the area and habitat for threatened species (including rehabilitation of riparian and Duffy's Forest ecological community vegetation);		
	(c)	the provision of a Seed Collection and Revegetation Strategy, to ensure seed from flora within Duffy's Forest ecological community, where feasible and reasonable, are collected and species identified and used to progressively rehabilitate, regenerate and/ or revegetate these areas with the assistance and involvement of key community and land or bush care groups in the area, where practicable;		
	(d)	design features, built elements, transport infrastructure, signage, lighting and building materials (including retaining walls) including, but not limited to, colour schemes and finishes of built features;		
	(e)	an assessment of the visual screening effects of existing vegetation and the proposed landscaping and built elements. Where receivers have been identified as likely to experience high residual visual impact as a result of the SSI, the Proponent must, 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 must be implemented during the construction of the SSI;		
	(f)	graphics such as sections, perspective views and sketches for key elements of the SSI, including, but not limited to built elements of the SSI;		
	(g)	monitoring and maintenance procedures for the built elements, 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		
	(h)	evidence of consultation with stakeholders on the proposed urban design and landscape measures prior to its finalisation.		
		Note: The Plan may be submitted in Stages to suit a staged construction program of the SSI	Construction	
B25		Any damage caused to property as a result of the SSI must be rectified or the landowner compensated, within a reasonable timeframe, with the costs borne by the Proponent. This condition is not intended to limit any claims that the landowner may have against the Proponent.	Construction	
B26		The Proponent must construct and operate the SSI with the objective of minimising light spillage to residential properties and be generally consistent with the requirements of Australian Standard 4282-199 Control of the obtrusive effects of outdoor lighting.	Construction / Operation	
B27		The Proponent must design and construct the noise barriers for the SSI in consultation with the owners of potentially affected residences, to minimise the shadowing effects of the structures during Winter on the potentially affected residences and to an extent that is no greater than existing shadows from adjacent vegetation, where reasonable and feasible.	Detailed Design	
Part C - Community Information and Reporting				
C1		Prior to the commencement of construction of the SSI, or as otherwise agreed by the Secretary, the Proponent must prepare, to the satisfaction of the Secretary, and implement a Community Communication Strategy in accordance with requirements of condition C1 of the Concept Proposal. The Strategy must provide mechanisms to facilitate communication between the Proponent (and its contractor(s)), the Environmental Representative), the Council, education and community stakeholders (particularly adjoining landowners) on the environmental management of this approval. The Strategy must include, but not be limited to:		
	(a)	identification of stakeholders to be consulted as part of the Strategy, including affected and adjoining landowners, key community and business groups, education (including the Forest High School Working Group), community and social service organisations;		
	(b)	procedures and mechanisms for the regular distribution of accessible information to community stakeholders on construction progress and matters associated with environmental management including provision of information in appropriate community languages;		
	(c)	the formation of community-based forums that focus on key environmental management issues. The Strategy must provide detail on the structure, scope, objectives and frequency of the community-based forums;		
	(d)	procedures and mechanisms through which the community stakeholders can discuss or provide feedback to the Proponent and/or Environmental Representative in relation to the environmental management and delivery of this approval;		
	(e)	procedures and mechanisms through which the Proponent can respond to enquiries or feedback from the community stakeholders in relation to the environmental management and delivery of this approval; and		
	(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 this approval. This will include a mediation system to assist in considering complaints that are unable to be resolved through initial contact, and which may include the use of a suitably qualified and experienced independent mediator.		
		The Proponent must maintain and implement the Strategy throughout construction of this approval.	Construction	
C2		Prior to the commencement of construction of the SSI, or as otherwise agreed by the Secretary, the Proponent must ensure that the following are available for community enquiries and complaints for the duration of construction:		
	(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; and		
	(c)	an email address to which electronic complaints and enquiries may be transmitted.		
		The telephone number, the postal address and the email address must be published in newspaper(s) circulating in the local area prior to the commencement of construction and prior to the commencement of operation. This information must also be provided on the website (or dedicated pages) required by this approval.	Construction	

Ref	Sub Ref.	STAGE 2 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
C3		Prior to the commencement of construction of the SSI, or as otherwise agreed by the Secretary, the Proponent must prepare and implement a Construction Complaints Management System consistent with AS 4269: Complaints Handling and maintain the System for the duration of construction and up to 12 months following completion of construction of this SSI stage. Information on all complaints received, including the means by which they were addressed and whether resolution was reached, with or without mediation, must be maintained in a complaints register and included in the construction compliance reports required by this approval. The information contained within the System must be made available to the Secretary on request.	Construction	
C4		Prior to the commencement of construction of this SSI stage, or as otherwise agreed by the Secretary, the Proponent must 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 construction of the SSI. The Proponent must, subject to confidentiality, publish and maintain up-to-date information on the website or dedicated pages including, but not necessarily limited to:		
	(a)	information on the current implementation status of the SSI;		
	(b)	a copy of the documents referred to under condition A1 of this approval, and any documentation supporting modifications to this approval that may be granted from time to time;		
	(c)	a copy of this approval and any future modification to this approval;		
	(d)	a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSI;		
	(e)	a copy of each current strategy, plan, program or other document required under this approval;		
	(f)	the outcomes of compliance tracking in accordance with condition A11; and		
	(g)	details of contact point(s) to which community complaints and inquiries may be directed, including a telephone number, a postal address and an email address.	Pre-construction	
Part D - Construction Environmental Management				
D1		Prior to the commencement of construction of the SSI, or as otherwise agreed by the Secretary, the Proponent must appoint a suitably qualified and experienced Environmental Representative(s) that is independent of the design and construction personnel, and that has been approved by the Secretary. The Proponent must employ an Environmental Representative(s) for the duration of construction, or as otherwise agreed by the Secretary. The Environment Representative(s) must:		
	(a)	be the principal point of advice in relation to the environmental performance of the SSI;		
	(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;		
	(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;		
	(d)	ensure that environmental auditing is undertaken in accordance with the Proponent's Environmental Management System(s);		
	(e)	be given the authority to approve/reject minor amendments to the Construction Environment Management Plan. What constitutes a "minor" amendment must be clearly explained in the Construction Environment Management Plan;		
	(f)	be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts, and failing the effectiveness of such steps, to direct that relevant actions be ceased immediately should an adverse impact on the environment be likely to occur; and		
	(g)	be available to 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.	Pre-Construction / Construction / Operation	
D2		The Environmental Representative must prepare and submit to the Secretary a monthly report on the Environmental Representative's actions and decision on matters specified in condition D1 for the preceding month. The reports must be submitted within seven (7) days for the end of each month for the duration of construction of the SSI, or as otherwise agreed by the Secretary. Notwithstanding, the Environmental Representative must be given the independence to report to the Secretary at any time and/or at the request of the Secretary.	Construction	
D3		Soil and water management measures consistent with Managing Urban Stormwater - Soils and Construction Vo/s 1 and 2, 4th Edition (Landcom, 2004) must 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.	Construction	
D4		Where available and practicable, and of appropriate chemical and biological quality, stormwater, recycled water or other water sources must be used in preference to potable water for construction activities, including dust control	Construction	
D5		Except as permitted by an EPL, construction activities associated with the SSI must be undertaken during the following standard construction hours:		
	(a)	7:00am to 6:00pm Mondays to Fridays, inclusive;		
	(b)	8:00am to 1:00pm Saturdays; and		
	(c)	at no time on Sundays or public holidays.	Construction	
D6		Except as permitted by an EPL, high noise impact works and activities (including, but not limited to rock breaking, rock hammering) must only be undertaken:		
	(a)	(a) between the hours of 8:00 am to 6:00 pm Monday to Friday;		
	(b)	(b) between the hours of 8:00 am to 1:00 pm Saturday; and		
	(c)	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.		
		For the purposes of this condition 'continuous' includes any period during which there is less than a one hour respite between ceasing and recommencing any of the work the subject of this condition.	Construction	
D7		Notwithstanding conditions D5 and D6 construction works outside of the standard construction hours may be undertaken in the following circumstances:		
	(a)	construction works that generate:		
	(i)	LAeq(15 minute) noise levels no more than 5 dB(A) above rating background level at any residence in accordance with the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009); and		
	(ii)	LAeq(15 minute) noise levels no more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009) at other sensitive receivers; and		
	(iii)	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 Assessing Vibration: a technical guideline; and		
	(iv)	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 Assessing Vibration: a technical guideline; or		
	(b)	where a negotiated agreement has been reached with affected receivers, where the prescribed noise and vibration levels cannot be achieved; or		
	(c)	for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or		
	(d)	where it is required in an emergency to avoid injury or the loss of life, property and/or to prevent environmental harm; or		
	(e)	works approved through an EPL, including for works identified in an Out of Hours Work Protocol prepared in accordance with condition D28(b).	Construction	
D8		The SSI must 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 must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the Construction Noise and Vibration Management Plan required under condition D28(b). Note: The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5dB(A) to the predicted level before comparing to the construction NML.	Construction	
D9		The SSI must be constructed with the aim of achieving the following construction vibration goals:		
	(a)	for structural damage to heritage structures, the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration – Part 3 Effects of vibration on structures;		
	(b)	for damage to other buildings and/or structures, the vibration limits set out in the British Standard BS 7385-1:1990 Evaluation and measurement for vibration in buildings – Guide for measurement of vibration and evaluation of their effects on buildings (as referenced in Australian Standard AS 2187.2-2006 Explosives – Storage and use – Use of Explosives); and		
	(c)	for human exposure, the acceptable vibration values set out in the Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006).	Construction	
D10		Where feasible and reasonable, operation noise mitigation measures must be implemented at the start of Construction (or at other times during construction) to minimise construction noise impacts.	Construction	
D11		During construction, affected educational institutions (including The Forest High School) must be consulted and feasible and reasonable steps taken to ensure that noise generating construction works in the vicinity of affected buildings are not timetabled during examination periods (where practicable), unless other reasonable arrangements to the affected institutions are made at no cost to the affected institution.	Construction	
D12		No blasting is permitted on site unless reviewed and approved by the Secretary in consultation with the EPA.	Construction	
D13		The SSI must be constructed in a manner that minimises dust emissions from the site, including wind- blown and traffic-generated dust and tracking of material onto public roads. All activities on the site must be undertaken with the objective of preventing visible emissions of dust from the site. Should such visible dust emissions occur at any time, the Proponent must identify and implement all feasible and reasonable dust mitigation measures, including cessation of relevant works, as appropriate, such that emissions of visible dust cease.	Construction	
D14		The SSI must be constructed, where feasible and reasonable, to avoid the use of local roads outside of the SSI footprint (through residential streets) by heavy vehicles to gain access to ancillary facilities.	Construction	
D15		Access to construction compounds via local roads must be limited to standard construction hours, where practicable, unless otherwise detailed within the Construction Traffic and Access Management Plan required by condition D28(c).	Construction	
D16		Safe pedestrian and cyclist access through or around worksites must be maintained during construction. In circumstances where pedestrian and cyclist access is restricted due to construction activities, a satisfactory alternate route must be provided and signposted.	Construction	

Ref	Sub Ref.	STAGE 2 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
D17		Construction vehicles (including staff vehicles) associated with the SSI must be managed to:		
	(a)	minimise parking or queuing on public roads;		
	(b)	minimise idling and queuing in local residential streets where practicable; and		
	(c)	adhere to the nominated haulage routes identified in the Construction Traffic Management Plan required under condition D28(c).	Construction	
D18		Upon determining the haulage route(s) for construction vehicles associated with the SSI, and prior to construction, a suitably qualified and experienced independent expert must prepare a Road Dilapidation Report for all local roads utilised. The Report must assess the current condition of the road and describe mechanisms to restore any damage that may result due to its use by traffic and transport related to the construction of the SSI. The Report must be submitted to the Council for review prior to the commencement of haulage. Following completion of construction, a subsequent Report must be prepared to assess any damage to the road that may have resulted from the construction of the SSI. The Reports must be compatible with Council's existing pavement management system and collect data on roughness, rutting, cracking and patching before and after works. Measures undertaken to restore or reinstate roads affected by the SSI must be undertaken in a timely manner, in accordance with the reasonable requirements of the Council, and at the full expense of the Proponent. Note: Nothing in this condition restricts the Proponent commencing adjustments and minor upgrades to the existing road network to cater for construction traffic and installation of temporary project signage prior to the commencement of construction.	Construction	
D19		The clearing of native vegetation must be minimised with the objective of reducing impacts to any threatened species or Endangered Ecological Communities to the greatest extent practicable. Impacted vegetation must be rehabilitated with endemic species to the greatest extent practicable.	Construction	
D20		Prior to the commencement of vegetation clearing activities, the Proponent must undertake pre clearing surveys and inspections for endangered and threatened species to confirm the on-site location of those species. The surveys and inspections, and any subsequent relocation of species and associated management/offset measures, must be undertaken under the guidance of a suitably qualified and experienced ecologist. Methodologies are to be incorporated into the Construction Flora and Fauna Management Plan required under condition D28(f) and/or the Biodiversity Offset Package required under condition B15.	Construction	
D21		Dangerous goods, as defined by the Australian Dangerous Goods Code, must be stored and handled strictly in accordance with:		
	(a)	all relevant Australian Standards;		
	(b)	for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume, within the bund; and		
	(c)	the Environment Protection Manual for Authorised Officers: Bunding and Spill Management, technical bulletin (Environment Protection Authority, 1997).		
		In the event of an inconsistency between the requirements listed from (a) to (c) above, the most stringent requirement prevail to the extent of the inconsistency.	Construction	
D22		The Proponent must provide boundary screening at all construction compounds that adjoin or are adjacent to residential, educational and/or commercial properties, with the objective of being consistent with the surrounding context.	Construction	
D23		The location of the ancillary facilities must be identified in the Construction Environment Management Plan required under condition D27.	Construction	
D24		Unless approved by the Secretary, the location of Ancillary Facilities not identified in the documents listed in condition A1 must comply with the following locational criteria:		
	(a)	be located more than 50 metres from a waterway;		
	(b)	be located within or adjacent to land where the SSI is being carried out;		
	(c)	have ready access to the road network;		
	(d)	be located to minimise the need for heavy vehicles to travel through residential areas;		
	(e)	be sited on relatively level land;		
	(f)	be separated from nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant);		
	(g)	not require vegetation clearing beyond that already required by the SSI;		
	(h)	not impact on heritage items (including areas of archaeological sensitivity) beyond those already impacted by the SSI;		
	(i)	not unreasonably affect the land use of adjacent properties;		
	(j)	be above the 20 ARI flood level unless a contingency plan to manage flooding is prepared and implemented; and		
	(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.	Construction	
D25		All ancillary facilities and access points must be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner where relevant.	Construction	
D26		C26 The Secretary's approval is not required for minor Ancillary Facilities (e.g. lunch sheds, office sheds, and portable toilet facilities) that do not comply with the criteria set out in condition D24 and		
	(a)	are located within an active construction zone within the approved SSI footprint; and		
	(b)	have been assessed by the Environmental Representative to be -		
	(i)	of low amenity risk to surrounding residences, with consideration to matters such as noise and vibration impacts, traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and		
	(ii)	of low environmental risk in respect to waste management and impacts on flora and fauna, soil and water, and heritage; and		
	(c)	have environmental and amenity impacts that can be managed through the implementation of environmental measures detailed in the Construction Environmental Management Plan for the project.	Construction	
D27		Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Proponent must prepare and implement (following approval) a Construction Environmental Management Plan (CEMP) for the SSI. The CEMP is to be prepared in consultation with Council, for the approval of the Secretary. The CEMP must outline the environmental management practices and procedures that are to be followed during construction. The CEMP is to be prepared in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The CEMP must include, but not necessarily be limited to:		
	(a)	a description of activities to be undertaken during construction of the SSI (including staging and scheduling);		
	(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;		
	(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;		
	(d)	an environmental risk analysis to identify the key environmental performance issues associated with the construction phase; and		
	(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). These should include consideration of cumulative impacts in relation to staging of other major potential construction activities in the project area (including the NBH project and Stage 1 Project). In particular, the following environmental performance issues must be addressed in the CEMP:		
	(i)	measures for reducing, managing and monitoring air quality impacts;		
	(ii)	measures for the handling, treatment and management of hazardous and contaminated materials (including asbestos);		
	(iii)	measures to monitor and manage waste generated during construction including but not necessarily limited to: general procedures for waste classification, handling, reuse, and disposal; use of secondary waste material in construction wherever feasible and reasonable; procedures or dealing with green waste including timber and mulch from clearing activities;		
	(iv)	measures for reducing demand on water resources (including potential for reuse of treated water from sediment control basins);		
	(v)	measures to monitor and manage hazard and risks; and		
	(vi)	the issues identified in Condition D28.		
		The CEMP must include procedures for its periodic review and update (including the sub-plans required under Condition D28), as necessary (including where minor changes can be approved by the Environmental Representative). The CEMP must be submitted for the approval of the Secretary no later than one month prior to the commencement of construction, or as otherwise agreed by the Secretary. The CEMP may be prepared in stages; however, construction works must not commence until written approval of the relevant stage has been received from the Secretary. Note: The approval of a CEMP does not relieve the Proponent of any requirement associated with this SSI approval. If there is an inconsistency with an approved Construction Environmental Management Plan and the conditions of this SSI approval, the requirements of this SSI approval prevails.	Construction	
D28 (a)		As part of the CEMP for the SSI, the Proponent must prepare and implement (following approval):	Construction	
	(a)	a Construction Compound and Ancillary Facilities Management Plan to detail the management of site compounds associated with the infrastructure activity. The Plan must be developed in consultation with NOW and Council and include but not be limited to:		
	(i)	a description of the facility, its components and the surrounding environment;		
	(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;		
	(iii)	an assessment of the facility against the criteria provided in condition D24. Where proposed facilities do not meet those criteria, the assessment must justify and (where relevant) quantify potential impacts of the facility;		
	(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;		
	(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		

Ref	Sub Ref.	STAGE 2 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
	(vi)	appropriate monitoring, review and amendment mechanisms.	Construction	
D28 (b)	(b)	a Construction Noise and Vibration Management Plan to detail how construction noise and vibration impacts will be minimised and managed. The Plan must be consistent with the guidelines contained in the Interim Construction Noise Guidelines (DECC, 2009) and be prepared in consultation with The Forest High School Working Group. The Plan must include, but not be limited to:		
	(i)	identification of sensitive receivers and relevant construction noise and vibration goals applicable to the SSI stipulated in this approval;		
	(ii)	details the 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 ancillary facilities) that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers, particularly residential areas;		
	(iii)	identification of construction noise and vibration levels at sensitive receivers; including consideration of cumulative impacts associated with adjoining development sites;		
	(iv)	identification of feasible and reasonable measures proposed to be implemented to minimise and manage construction noise and vibration impacts (including construction traffic noise impacts);		
	(v)	procedures and mitigation measures to ensure relevant vibration criteria are achieved, including applicable buffer distances for vibration sensitive works, use of low-vibration generating equipment/ vibration dampeners or alternative construction methodology, and pre- and post- construction dilapidation surveys of receivers where vibration is likely to result in damage to buildings and structures (including surveys being undertaken immediately following a monitored exceedance of the criteria);		
	(vi)	a program for construction noise and vibration monitoring (including the monitoring of the effectiveness of noise and vibration mitigation measures) during construction, clearly indicating the monitoring frequency, monitoring locations, how the monitoring results would be recorded and reported, and, if any exceedance is detected, how any non-compliance would be rectified;		
	(vii)	an Out-of-Hours Work Protocol for the assessment, management and approval of works outside of the hours specified in condition D5, for the Secretary's approval. The Out-of- Hours Work Protocol must include:		
	(A)	a description of the nature and timing of activities to be carried out during out of hours works;		
	(B)	detailed mitigation measures for any residual impacts (that is, additional to general mitigation measures), including extent of at-receiver treatments; and		
	(C)	proposed notification arrangements;		
	(viii)	procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for managing and responding to noise complaints; and		
	(ix)	mechanisms for the monitoring, review and amendment of this plan.	Construction	
D28 (c)	(c)	a Construction Traffic and Access Management Plan to ensure traffic and access controls are implemented to avoid or minimise impacts on traffic, pedestrian and cyclist access, and the amenity of the surrounding environment. The Plan must be developed in consultation with the Transport Management Centre, Council, emergency services, road user groups, Health Infrastructure, The Forest High School Working Group, and include, but not necessarily be limited to:		
	(i)	identification of construction traffic routes and construction traffic volumes (including heavy vehicle/spoil haulage) on these routes;		
	(ii)	details of vehicle movements for construction sites and site compounds including parking, dedicated vehicle turning areas, and ingress and egress points;		
	(iii)	discussion of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, access to public land, property access, rat runs, including details of oversize load movements, and the nature and duration of those impacts;		
	(iv)	details of management measures to minimise traffic impacts and maintain road capacity during morning and afternoon peaks, including the proposed schedule of works, 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;		
	(v)	details of measures to maintain or provide alternative safe and accessible routes for pedestrians throughout the duration of construction, including provision of replacement kiss and ride, bus stops, pedestrian and cyclist access and paths where necessary;		
	(vi)	details of measures to maintain connectivity for cyclists, with particular emphasis on providing adequate access between key existing cycle routes;		
	(vii)	details of measures to manage traffic movements, rat runs, parking, loading and unloading at ancillary facilities during out-of-hours work;		
	(viii)	details of methods to be used to communicate proposed future traffic changes to affected road users, pedestrians and cyclists, consistent with the Community Communication Strategy required under condition C1;		
	(ix)	an adaptive response plan which sets out a process for response to any traffic, construction or other incident; and		
	(x)	mechanisms for the monitoring, review and amendment of this plan.	Construction	
D28(d)	(d)	A Construction Soil and Water Management Plan to manage surface and groundwater impacts during construction of the SSI. The plan must be developed in consultation with DPI Water and Council and include, but not necessarily be limited to:		
	(i)	details of construction activities and their locations, which have the potential to impact on water courses, storage facilities, stormwater flows, and groundwater, including identification of all pollutants that may be introduced into the water cycle;		
	(ii)	soil erosion and sediment control measures that comply with the practices and principles as required under Condition D3;		
	(iii)	details of the staging of construction activities to minimise and manage potential sediment loads discharging to receiving drainage lines as a result of soil loss from disturbed areas;		
	(iv)	impacts on watercourse bank stability and the development of appropriate mitigation measures as required by condition B5;		
	(v)	relevant management, monitoring and response measures described in the Water Management Plan prepared in accordance with condition B5;		
	(vi)	a contingency plan to be implemented in the case of unanticipated discovery of contaminated material during construction;		
	(vii)	an Asbestos Management Plan, to be developed in accordance with the National Environment Protection (Assessment of Site Contamination) Measure 1999, and to include measures for the safe removal and disposal of known and undiscovered asbestos within the SSI footprint and related construction ancillary facilities, stockpile sites and site access;		
	(viii)	a description of how the effectiveness of these actions and measures would be monitored and maintained during the proposed works, clearly indicating how often this monitoring and maintenance 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; and		
	(ix)	mechanisms for the monitoring, review and amendment of this plan.		
		The Construction Soil and Water Management Plan must be prepared to generally reflect, where feasible and reasonable, the recommendations made in the "Construction Phase Surface Water Management Strategy" as outlined in Section 7 of the EIS Appendix L.	Construction	
D28(e)	(e)	a Construction Heritage Management Plan to ensure construction impacts on Aboriginal and non-Aboriginal heritage will be appropriately avoided, minimised and managed. The Plan must be developed in consultation with the Council and Aboriginal stakeholders (for Aboriginal heritage), and include, but not necessarily be limited to:		
	(i)	in relation to Aboriginal Heritage:		
	(A)	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 and experienced archaeologist in consultation with Department of Planning and Environment, OEH and Aboriginal stakeholders, and assessment of the consistency of any Aboriginal heritage impacts against the approved impacts of the SSI;		
	(B)	procedures for dealing with human remains, including cessation of works in the vicinity, notification of Department of Planning and Environment, NSW Police Force, OEH and Aboriginal stakeholders, and commitment to cease recommencing any works in the area unless authorised by the OEH and/or the NSW Police Force;		
	(C)	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		
	(D)	procedures for ongoing Aboriginal consultation and involvement for the duration of the SSI, in the event that previously unidentified Aboriginal objects are discovered; and		
	(ii)	in relation to non-Aboriginal Heritage:		
	(A)	Listing of heritage Items directly and indirectly affected by the SSI;		
	(B)	details of management measures to be implemented to prevent and minimise impacts on heritage items (including the measures to protect unaffected sites from vibration and other impacts during construction works in the vicinity);		
	(C)	details of monitoring and reporting requirements for impacts on heritage items;		
	(D)	procedures for dealing with previously unidentified heritage objects, (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 the Department, and assessment of the consistency of any heritage impacts against the approved impacts of the SSI; and		
	(E)	heritage training and induction processes for construction personnel (including procedures for keeping records of inductions and obligations under this approval including site identification, protection and conservation of non-Aboriginal cultural heritage; and		
	(iii)	mechanisms for the monitoring, review and amendment of this plan.	Construction	
D28(f)	(f)	a Construction Flora and Fauna Management Plan to detail how construction impacts on ecology will be minimised and managed. The Plan must be endorsed by an appropriately qualified and experienced ecologist and in consultation with NOW and the Council, and must include, but not necessarily be limited to:		
	(i)	plans for impacted and adjoining areas showing vegetation communities, including riparian areas; important flora and fauna habitat areas; locations where threatened species, populations or ecological communities have been recorded; including procedures for pre- clearing surveys;		
	(ii)	the identification of areas to be cleared and details of management measures to avoid residual habitat damage or loss and to minimise or eliminate time lags between the removal and subsequent replacement of habitat such as:		
	(A)	clearing minimisation procedures (including fencing),		
	(B)	pre-clearing and clearing procedures,		
	(C)	removal and relocation of fauna during clearing,		
	(D)	habitat tree and hollow bearing tree management, and		
	(E)	construction worker education;		
	(iii)	rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas;		
	(iv)	a Pathogen and Weed Management Strategy, incorporating weed management measures focusing on early identification of invasive weeds and pathogens (including but not limited to Batrachochytrium dendrobatidis, Phytopthora cinnamomi and myrtle rust) and effective management controls;		
	(v)	a description of how the effectiveness of these management measures would be monitored;		

Ref	Sub Ref.	STAGE 2 CONDITIONS OF APPROVAL Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
	(vi)	a procedure for dealing with unexpected EEC/ threatened species identified during construction, including cessation of work and notification of the OEH, determination of appropriate mitigation measures in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/ or biodiversity offset requirements and		
	(vii)	mechanism for the monitoring, review and amendment of this plan	Construction	
Part E - Operational Environmental Management and Reporting				
E1		The SSI must be designed and operated with the objective of meeting the requirements of the NSW Road Noise Policy (DECCW, 2011).	Detailed Design	
E2		Unless otherwise agreed by the Secretary, at least six months prior to completing construction, the Proponent must, in consultation with the EPA, submit for the approval of the Secretary, an Operational Noise Review to review the operational noise mitigation measures proposed to be implemented for the SSI. The Review must be undertaken by a suitably qualified and experienced acoustic specialist...and must...		
	(a)	confirm the operational noise predictions of the SSI based on detailed design, utilising an appropriately calibrated noise model which has incorporated additional noise monitoring where necessary for calibration purposes;		
	(b)	review the suitability of the operational noise mitigation measures identified in the documents listed under condition A1 to achieve the criteria outlined in the NSW Road Noise Policy (DECCW, 2011), based on the operational noise performance of the SSI predicted under condition E1; and		
	(c)	where necessary, investigate and identify additional feasible and reasonable noise mitigation measures to achieve the criteria outlined in the NSW Road Noise Policy (DECCW, 2011);		
	(d)	identify the management of tactile noise from traffic signals; and		
	(e)	identify all sensitive receiver locations eligible for architectural treatments.		
		Notwithstanding the above, the Proponent is responsible for the cumulative operational noise impacts of the SSI and the NBH development. That is, the Review must incorporate a baseline time period that does not include traffic generated by the NBH development (SSI 5982).	Operation	
E3		Within four weeksWithin four weeks of the Secretary's approval of the report required by condition E2, the Proponent must write to each landowner whose property is identified as eligible for architectural treatment. If eligible, the proponent will offer to provide and fund feasible and reasonable architectural noise mitigation treatments to reduce the impact of operational traffic noise at the affected premises. The Proponent's offer must remain open for acceptance by the affected landowner for at least six months from the date of the notification required under this condition. of the Secretary's approval of the report required by condition D3, the Proponent must write to each landowner whose property is identified as eligible for architectural treatment. If eligible, the proponent will offer to provide and fund feasible and reasonable architectural noise mitigation treatments to reduce the impact of operational traffic noise at the affected premises. The Proponent's offer must remain open for acceptance by the affected landowner for at least six months from the date of the notification required under this condition.	Operation	
E4		Architectural treatments agreed between the parties must be implemented, where practicable, within six months of reaching such an agreement.	Operation	
E5		Within 12 months of the commencement of operation of the SSI, or as otherwise agreed by the Secretary, the Proponent must undertake operational noise monitoring to compare actual noise performance of the SSI against noise performance predicted in the review of noise mitigation measures required by condition E3, and prepare an Operational Noise Assessment Report to document this monitoring. The Report must include, but not necessarily be limited to:		
	(a)	noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under condition E2 and documents specified under condition A1 of this approval;		
	(b)	a review of the operational noise levels in terms of criteria established in the NSW Road Policy (DECCW, 2011);		
	(c)	methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which SSI noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers;		
	(d)	details on average daily traffic volumes across the SSI area during the daytime and night-time periods based on recorded observations, including but not limited to traffic volumes along Warringah Road and the intersections with Wakehurst Parkway, Hilmer Street and Forest Way;		
	(e)	details of any complaints and enquiries received in relation to operational noise generated by the SSI between the date of commencement of operation and the date the report was prepared;		
	(f)	any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions;		
	(g)	an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of feasible and reasonable mitigation measures; and		
	(h)	identification of additional feasible and reasonable measures to those identified in the review of noise mitigation measures required by condition E3, if required, that would be implemented with the objective of meeting the criteria outlined in the NSW Road Policy (DECCW, 2011), when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA.	Operation	
		The Proponent must provide the Secretary and the EPA with a copy of the Operational Noise Compliance Report within 60 days of completing the operational noise monitoring referred to in (a) above or as otherwise agreed by the Secretary.		
E6		The Proponent must prepare an Operational Traffic Performance Review to address the traffic performance of the SSI. The Review must be undertaken within six months following operation of the SSI (and is to be inclusive of both Stage 1 and Stage 2) and six months following operation of the NBH development, or as otherwise agreed by the Secretary. The Review must be undertaken in consultation with the Transport Management Centre, Transport for NSW, Council, and Health Infrastructure and include, but not necessarily be limited to:		
	(a)	traffic and road network performance of the SSI against expected performance, including consideration of NBH traffic generation;		
	(b)	local street and property access (such as ingress and egress from local roads onto Warringah Road and property during morning and afternoon peak periods);		
	(c)	broader downstream impacts;		
	(d)	any parking impacts, including on-street parking to the south of Warringah Road in the vicinity of the proposed new shared pedestrian/bicycle overbridge;		
	(e)	rat running' in streets that are likely to exhibit increases in traffic as a result of the SSI, including pre construction baseline data;		
	(f)	bus priority measures implemented to mitigate detrimental impacts on bus performance;		
	(g)	the performance (for road users and pedestrians) of any alternative parking arrangements;		
	(h)	pedestrian and cycle facilities and use, including connectivity at the project area fringes with other proposed non-project facilities; and		
	(i)	details of any complaints received relating to traffic, transport and access impacts, and how they have been addressed in the Review.	Operation	
		The Review must be submitted to the Secretary and to the Council within 60 days of its completion and made publicly available. If the Review indicates traffic, transport and access impacts attributable to the SSI and the NBH development if operational at the time of review, via traffic volumes, level of service, queue lengths, road safety, and other relevant parameters of performance, the Proponent must implement further feasible and reasonable measures to mitigate these impacts. The timing for the implementation of these measures must be clearly articulated in the Review. Note: Identified mitigation measures that are not consistent with the environmental impacts described in the documents listed in condition A1, will need to be further assessed under the Environmental Planning and Assessment Act, 1979. Works will need to meet relevant design standards and be subject to independent road safety audits.	Operation	
E7		put in place for the transfer of ownership of the item or work to another authority. The Proponent will maintain items and works to the standards established in the Urban Design and Landscape Plan required under condition B24, unless and until landscaping items have been transferred.	Operation	
E8		Prior to the commencement of operation, the Proponent must incorporate the infrastructure activity into existing environmental management systems administered by the Proponent and prepared in accordance with the AS/NZS ISO 14000 Environmental Management System series.	Operation	

Appendix C
Concept Proposal, Stage 1 and Stage 2 Revised Safeguards and Mitigation Measures

Impact	CONCEPT APPROVAL, STAGE 1 PROJECT and STAGE 2 PROJECT Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
Revised Safeguards and Management Measures - Traffic and Transport			
	Concept Approval		
Construction Traffic Impacts	A construction traffic management plan would be developed and implemented as part of Stages 1 and 2 of the Concept Proposal. The construction traffic management plan would focus on maintaining general traffic flow and specifying appropriate site accesses and construction traffic routes.		
	Detailed construction staging would inform each stage of the Concept Proposal.		
	Subject to safety reasons and other environmental impacts (e.g. noise), construction traffic movements would be limited to off-peak periods, with peak period construction staggered to minimise construction traffic during these periods.		
	Priority would be given to the use of the arterial road network for construction vehicle access routes.		
	The Construction Traffic Management Plan would include consideration of: – management of impacts on waste collection from properties affected by construction of retaining walls along Naree Road and Forest Way – maintenance of traffic flows		
	Council would be consulted with regard to maintaining safe vehicle passage along Frenchs Forest Road during construction.	Construction	Ferrovial York Joint Venture
Cumulative Construction Traffic Impacts	Consultation would be undertaken with Health Infrastructure to coordinate scheduling of construction activities and deliveries.		
	Consultation would be undertaken with Health Infrastructure, regarding the need for construction access to the hospital site to focus on the Warringah Road/Bantry Bay Road intersection.	Construction	Roads and Maritime Services
Property Impacts	Access to properties along affected roads would be maintained during construction. The need for any alternative and/or temporary access arrangements would be agreed with affected property managers/owners.	Construction	Ferrovial York Joint Venture
Road and footpath cross falls	Council's requirements would be included as design parameters/ objectives for detailed design.	Detailed Design	Roads and Maritime Services
Street lighting	The cost for any required upgrading of street lighting would be met by Roads and Maritime	Pre-construction	Roads and Maritime Services
Rat running during construction	Regular monitoring of local streets that exhibit increases in traffic and would be carried out and would include consultation with Council with regard to temporary measures that could be implemented to manage safety and related issues.	Construction	Roads and Maritime Services
Shared Paths	Shared paths would generally conform to a three metre width as a desirable minimum and a 2.5 metre width as an absolute minimum to avoid impacting on utilities and trees, etc.	Detailed Design	Roads and Maritime Services
Pedestrian Connectivity and Access	Design development would consider all relevant matters including disabled access requirements and would be carried out in accordance with the Australian Standards, Austroads Design Standards, Guides, Codes, and Roads and Maritime Road supplements		
	Roads and Maritime would consider provision of a pedestrian refuge in Russell Avenue and changes to the kerb returns to slow traffic turning left.		
	The design for the northern footpath on Frenchs Forest Road would adopt a 0.8 metre wide verge behind kerb and a 1.5 metre wide formed concrete footpath as agreed with Council.	Detailed Design	Roads and Maritime Services
Public Transport	Construction of new and relocated bus shelters would be carried out in accordance with Council's design requirements and applicable disability access standards. This would include appropriate consultation with Council.		
	Reconfiguration of the waiting facilities associated with the northbound bus bay in Forest Way at the Forestway Shopping Centre would be further considered during detailed design.	Detailed Design	Roads and Maritime Services
Car Parking	Continue to work with Council to determine if further parking can be implemented on local roads adjacent to Frenchs Forest Road and Naree Road.	Detailed Design	Roads and Maritime Services
Signage	Development and finalisation of the wayfinding strategy would include consultation with Council.		
	Development of the strategy would address all relevant issues including number of signs, and types and locations of directional signage for all road users.	Detailed Design	Roads and Maritime Services
Access to Skyline Shops	For vehicles wishing to access the Skyline Shops, compensatory parking would be provided along Frenchs Forest Road East		
	Signage would be provided to inform drivers of the access restrictions on Patanga Road.	Pre-construction	
	Patanga Road traffic would be monitored post completion of the project and any additional traffic management required along Patanga Road would be considered in consultation with the Council.	Operation	Roads and Maritime Services
Operational Performance of Warringah Road and Wakehurst Parkway	The performance of the intersection of Forest Way and Adams Street would be monitored following completion of construction works for the project.		
	Should this identify a continued performance issue, further investigation would be carried out with regard to work that could be implemented (as a separate project) that would improve traffic flow.	Pre-construction	Roads and Maritime Services
	Stage 1 Project		
Construction Traffic Impacts	A construction traffic management plan would be developed and implemented as part of the Stage 1 Project. The construction traffic management plan would focus on maintaining general traffic flow and specifying appropriate site accesses and construction traffic routes. It would include: – Traffic Control Plans showing the access arrangements and the details of required signs and devices. – Pedestrian and Cyclist Management Plans. – Consultation strategy for access requirements to adjacent properties including The Forest High School and Frenchs Forest Police Station. – Hours of operation, including prohibitions on queuing outside sites prior to commencement of work. – Road safety audit requirements. – Any localised improvements/adjustments to existing traffic management arrangements.		
	Preparation of the plan would include consultation with Health Infrastructure to accommodate, where reasonable and feasible, construction traffic issues associated with hospital construction.		
	Subject to safety reasons and other environmental impacts (e.g. noise), construction traffic movements would be limited to off-peak periods, with peak period construction staggered to minimise construction traffic during these periods.		
	Priority would be given to the use of the arterial road network for construction vehicle access routes.	Pre-Construction / Construction	Ferrovial York Joint Venture
Cumulative Construction Traffic Impacts	Consultation would be undertaken with Health Infrastructure to coordinate scheduling of construction activities and deliveries.		
	Consultation would be undertaken with Health Infrastructure regarding the need for construction access to the hospital site to focus on the Warringah Road/Bantry Bay Road intersection.	Pre-Construction / Construction	Roads and Maritime Services
Property Access	Access to properties along affected roads would be maintained during construction. The need for any alternative and/or temporary access arrangements would be agreed with affected property managers/owners.	Construction	Ferrovial York Joint Venture
Use of additional construction compound site	Use of the additional compound site would be subject to a site-specific traffic control plan under the proposed construction traffic management plan.		
	The surrounding DFEC would be protected from inadvertent damage with the implementation of an exclusion zone (perimeter fencing/ screening) established around the site where the site borders identified DFEC.		
	Following completion of the construction work, the site would be revegetated with local native trees, shrubs and groundcovers that occur within DFEC.		
	Stockpiles would be covered, or stabilised where possible, to minimise dust generation during windy conditions.	Construction	Ferrovial York Joint Venture
Operational Traffic	An operational traffic review would be undertaken within 12 months of opening of the Stage 1 Project to confirm the operational traffic impacts of the project on Forest Way, Naree Road, Frenchs Forest Road, Warringah Road and Wakehurst Parkway in close proximity to the hospital. The assessment would be based on actual traffic counts and will assess the level of service at major intersections within the assessed road network. Where necessary, the outcomes of the operational traffic review would be used to identify any additional feasible and reasonable measures to be implemented where it is determined that the level of service has significantly deteriorated as a result of the Stage 1 Project, compared to the levels described in Section 7.	Operation	
	Detailed design would consider the need for the additional crossing legs at the intersections of Romford Road/Frenchs Forest Road West and Wakehurst Parkway/ Frenchs Forest Road West		
	Roads and Maritime would continue to consult with the Department of Education and Communities, The Forest High School and other stakeholders during detailed design to ensure appropriate consideration of all relevant issues relating to safe access to the school.	Detailed Design	Roads and Maritime Services
	Stage 2 Project		
Construction Traffic Impacts	A construction traffic management plan would be developed and implemented as part of the Stage 2 Project. The construction traffic management plan would focus on maintaining general traffic flow and specifying appropriate site accesses and construction traffic routes. It would include: • Traffic Control Plans showing the access arrangements and the detail of required signs and devices • Pedestrian and cyclist management plans • Consultation strategy for access requirements to adjacent properties including The Forest High School and Frenchs Forest • Hours of operation, including prohibitions on queuing outside sites prior to commencement of work • Road safety audit requirements • Any localised improvements/adjustments to existing traffic management arrangements.		
	Subject to safety reasons and other environmental impacts (e.g. noise), construction traffic movements would be limited to off-peak periods, with peak period construction staggered to minimise construction traffic during these periods.		
	Priority would be given to the use of the arterial road network for construction vehicle access routes.	Pre-Construction / Construction	
Cumulative Construction Traffic Impacts	Consultation would be undertaken with Health Infrastructure to coordinate scheduling of construction activities and deliveries.		
	Consultation would be undertaken with Health Infrastructure regarding the need for construction access to the hospital site to focus on the Warringah Road/Bantry Bay Road intersection.	Pre-Construction / Construction	
Property Access	Access to properties along affected roads would be maintained during construction. The need for any alternative and/or temporary access arrangements would be agreed with affected property managers/owners.	Construction	
Operational Traffic	An operational traffic review would be carried out within 12 months of opening of the Stage 2 Project to confirm the operational traffic impacts of the project on Warringah Road, Forest Way and Wakehurst Parkway in close proximity to the hospital. The assessment would be based on actual traffic counts and will assess the level of service at major intersections within the assessed road network. Where necessary, the outcomes of the operational traffic review would be used to identify any additional feasible and reasonable measures to be implemented where it is determined that the level of service has significantly deteriorated as a result of the Stage 2 Project, compared to the levels described in Section 8.3 of the Stage 2 Project EIS.	Operation	
	A Road Safety Audit will be undertaken for the intersection of Madison Way and Aquatic Drive to assess potential road safety issues at the intersection. The audit will be carried out with consideration of existing traffic conditions together with future traffic conditions and increases in traffic resulting from the new access at Aquatic Drive/Wakehurst Parkway.	Pre-construction	

Impact	CONCEPT APPROVAL, STAGE 1 PROJECT and STAGE 2 PROJECT Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
Revised Safeguards and Management Measures - Noise and Vibration			
	Concept Proposal		
General construction noise and vibration impacts	A Construction Noise and Vibration Management Plan would be prepared for the Stage 1 Project and Stage 2 Project. The plan would provide details of noise and vibration management measures and procedures to be undertaken during construction to minimise and manage noise impacts on sensitive receivers.	Pre-Construction / Construction	Ferrovial York Joint Venture
Operational road traffic noise	Operational noise impacts associated with both stages of the Project would be assessed and presented in the Stage 2 EIS	Pre-construction	Roads and Maritime Services
Noise impacts generally	Roads and Maritime would continue to include The Forest High School Working Group on consultation activities related to managing project impacts that affect the school	Pre-Construction / Construction	Roads and Maritime Services
	Stage 1 Project		
General construction noise and vibration impacts	A Construction Noise and Vibration Management Plan would be prepared for the Stage 1 Project. The plan would provide details of noise and vibration management measures and procedures to be undertaken during construction to minimise and manage noise impacts on sensitive receivers, including: – Noise and vibration monitoring and reporting requirements – A map showing the locations of all sensitive receivers – Specific mitigation treatments, management methods and procedures to be implemented to control noise and vibration during construction – Construction timetabling to minimise noise impacts including time and duration restrictions, respite periods and frequency – Procedures for notifying residents, business owners, schools and other sensitive receivers of construction activities likely to affect their amenity through noise and vibration – Contingency procedures to be implemented in the event of non- compliances and/or noise complaints.	Construction	Ferrovial York Joint Venture
Construction Hours	Where reasonable and feasible, works would be undertaken within ICNG recommended working hours. Where works are required to be undertaken outside of recommended working hours, all appropriate approvals would be obtained prior to works, and all affected receivers would be notified of all relevant details relating to the works.	Construction	Ferrovial York Joint Venture
Construction Vibration	Where reasonable and feasible, use lower vibration generating items of excavation plant and equipment e.g. smaller capacity rock breaker hammers. Use dampened rock breakers and/or 'city' rock breakers to minimise the impacts associated with rock breaking works. If vibration-intensive works are required within the safe working distances, vibration monitoring or attended vibration trials would be undertaken to ensure that levels remain below the cosmetic damage criterion. Building condition surveys would be completed both before and after the works to identify the existing condition and any damage due to the Stage 1 Project works.	Construction	Ferrovial York Joint Venture
Impacts on sensitive receivers	Local residents would be advised of hours of operation (including out of hours works) and duration of works, and supplied with a contact name and number for queries and complaints regarding noise and vibration matters. Complaints received are to be recorded and attended to promptly in accordance with the Roads and Maritime Draft Community Consultation Framework.	Construction	Ferrovial York Joint Venture
Operational road traffic noise	Noise mitigation in the form of acoustic treatment of existing individual dwellings will be considered, where feasible and reasonable at receivers that exceed the RNP noise criteria. Consideration of the feasible and reasonable noise management strategies presented in Section 8.5.2 would be undertaken during detailed design, and appropriate noise management measures implemented for the operation phase. Within 12 months of the commencement of operation of the project an operational noise review will be undertaken. This will include: – Monitoring to compare actual noise performance of the project against predicted noise performance – An assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of all feasible and reasonable mitigation measures – Identification of any additional feasible and reasonable measures that will be implemented with the objective of meeting the criteria in the NSW Road Noise Policy (EPA 2011), when these measures will be implemented and how their effectiveness will be measured and reported.	Construction Operation	Roads and Maritime Services
	Stage 2 Project		
General construction noise and vibration impacts	A Construction Noise and Vibration Management Plan would be prepared for the Stage 2 Project. The plan would provide details of noise and vibration management measures and procedures to be carried out during construction to minimise and manage noise impacts on sensitive receivers, including: - Noise and vibration monitoring and reporting requirements - A map showing the locations of all sensitive receivers - Specific mitigation treatments, management methods and procedures to be implemented to control noise and vibration during construction - Construction timetabling to minimise noise impacts including time and duration restrictions, respite periods and frequency - Procedures for notifying residents, business owners, schools and other sensitive receivers of construction activities likely to affect their amenity through noise and vibration - Contingency procedures to be implemented in the event of non-compliances and/or noise complaints	Construction	
Construction Hours	Where reasonable and feasible, work would be carried out within ICNG recommended working hours Where work is required to be carried out outside of recommended working hours, all appropriate approvals would be obtained prior to work commencing, and all affected receivers would be notified of all relevant details relating to the work Noisy activities that cannot be scheduled during standard construction hours would be scheduled as early as possible during the evening and/or night-time periods	Construction	
Construction Vibration	Where reasonable and feasible, use lower vibration generating items of excavation plant and equipment e.g. smaller capacity rock breaker hammers. Use dampened rock breakers and/or 'city' rock breakers to minimise the impacts associated with rock breaking work. If vibration-intensive works are required within the safe working distances, vibration monitoring or attended vibration trials would be carried out to ensure that levels remain below the cosmetic damage criterion. Building condition surveys would be completed both before and after the works to identify the existing condition and any damage due to the Stage 2 Project works.	Construction	
Impacts on sensitive receivers	Local residents would be advised of hours of operation (including out of hours works) and duration of works, and supplied with a contact name and number for queries and complaints regarding noise and vibration matters. Operational noise mitigation measures, such as architectural treatment or noise barriers will be provided as early as practicable in the construction program to reduce potential noise impacts associated with construction activities. Complaints received are to be recorded and attended to promptly in accordance with the Roads and Maritime Draft Community Consultation Framework. A protocol would be developed to identify the need for and provision of respite measures for residential receivers in accordance with ICNG. Respite measures may include the restriction to the hours of construction activities resulting in impulsive or tonal noise (such as rock breaking, rock hammering, pile driving), or other appropriate measures agreed between the contractor and residential receiver such as alternative accommodation. Heavy vehicle drivers would be advised of designated vehicle routes, parking locations, acceptable delivery hours and other relevant practices (i.e., minimising the use of engine brakes, and no extended periods of engine idling)	Construction	
Operational road traffic noise	Noise mitigation in the form of noise barriers, low noise road surfaces and/or acoustic treatment of existing individual dwellings will be considered, where feasible and reasonable at receivers identified for noise mitigation. Consideration of the feasible and reasonable noise management strategies presented in Section 8.6 would be carried out during detailed design, and appropriate noise management measures implemented for the operation phase. Within 12 months of the commencement of operation of the project an operational noise review will be carried out. This will include: – Monitoring to compare actual noise performance of the project against predicted noise performance – An assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of all feasible and reasonable mitigation measures – Identification of any additional feasible and reasonable measures that will be implemented with the objective of meeting the criteria in the NSW Road Noise Policy (EPA 2011), when these measures will be implemented and how their effectiveness will be measured and reported.	Construction Operation	
Revised Safeguards and Management Measures - Biodiversity			
	Concept Proposal		
General biodiversity impacts	A Construction Flora and Fauna Management Plan would be prepared for the Stage 1 Project and Stage 2 Project. The plan would provide details of biodiversity management measures and procedures to be undertaken during construction to minimise and manage impacts on flora and fauna. Operational impacts would be offset through the biodiversity offset strategy developed for the Concept Proposal. The biodiversity assessment would be updated for the Stage 2 Project and would incorporate additional information developed subsequent to the assessment for the Concept Proposal and Stage 1 Project.	Construction Pre-construction	Ferrovial York Joint Venture Roads and Maritime Services
Loss of DFEC and threatened species	Establish exclusion zones around the areas of DFEC and other native vegetation to be retained within the construction impact area, including those within the construction site compound.	Pre-Construction / Construction	Ferrovial York Joint Venture
Loss of DFEC and other native vegetation	Establish exclusion zones around the areas of DFEC and other native vegetation to be retained within the construction impact area, including those within the construction site compound.	Pre-Construction / Construction	Ferrovial York Joint Venture
Threats to threatened species habitat	Implement sediment and erosion controls in accordance with the Blue Book (Landcom 2004) during construction. Investigate reasonable and feasible options for sustaining moisture in Red-crowned Toadlet breeding habitat during detailed design for the remainder of the Concept Proposal area. Nest boxes would be installed in accordance with the Roads and Maritime Biodiversity Guidelines. The number and type of nest boxes required would be based on the number, quality and size of hollows that would be removed from the Concept Proposal area. Should removal of the tree used by the Powerful Owl in the grounds of The Forest High School be required it would be undertaken outside of the breeding season. Should detailed design identify an opportunity to retain the tree, provision would be made to ensure that the hardstand does not encroach on the tree protection zone (TPZ). A porous material would be used around the base of the tree along with fencing around the perimeter of the TPZ to avoid cars driving over the roots	Construction Pre-construction Pre-Construction / Construction Detailed Design	Ferrovial York Joint Venture Roads and Maritime Services Ferrovial York Joint Venture
Habitat corridor and wildlife connectivity	Detailed design would aim to minimise vegetation clearing and indirect impacts on vegetation within the area mapped by Warringah Council as Priority 1 Wildlife Corridor during construction. Options for maintaining wildlife connectivity across the project area as part of Stage 2 EIS would be investigated where reasonable and feasible. This would include identifying species known to occur in the locality, particularly threatened species that would benefit from connectivity enhancement and determining the types of crossings that could be suitable.	Detailed Design	Ferrovial York Joint Venture Ferrovial York Joint Venture/

Impact	CONCEPT APPROVAL, STAGE 1 PROJECT and STAGE 2 PROJECT Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
	Prioritise investigation of offset sites that contribute to maintenance of wildlife connectivity in the local area.	Detailed Design	Roads and Maritime
	Stage 1 Project		
General biodiversity impacts	A Construction Flora and Fauna Management Plan would be prepared for the Stage 1 Project. The plan would provide details of biodiversity management measures and procedures to be undertaken during construction to minimise and manage impacts on flora and fauna, including: – Management strategies for pre-construction, construction and post- construction activities including control measures for pre-clearing process – A map showing the DFEC and other native vegetation to be retained – Fauna rescue and release procedure – Procedure for controlling the introduction and spreading of weeds and pathogens – Proposed strategies for re-use of coarse woody debris and bushrock – Unexpected threatened species finds procedure consistent with the Roads and Maritime Biodiversity Guidelines (RTA 2011) to manage any unexpected finds during construction.	Construction	Ferrovial York Joint Venture
Loss of DFEC and other native vegetation	Establish exclusion zones around areas of DFEC and other native vegetation to be retained outside of the construction impact area.	Pre-construction	Ferrovial York Joint Venture
	Locate construction access tracks and additional ancillary facilities in previously cleared/disturbed areas.		
	Detailed design would aim to minimise impacts on DFEC and other moderate to good condition native vegetation.	Detailed Design	Roads and Maritime Services
Threats to threatened species habitat	Implement sediment and erosion controls in accordance with the Blue Book (Landcom 2004) during construction.	Pre-Construction / Construction	Ferrovial York Joint Venture
	Nest boxes would be installed in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011). The number and type of nest boxes required would be based on the number, quality and size of hollows that would be removed.		
	Investigate reasonable and feasible options for sustaining moisture in Red-crowned Toadlet breeding habitat during detailed road design for the remainder of the Concept Proposal area.	Pre-construction	Roads and Maritime Services
Spread of invasive weeds	Undertake weed management and control in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011) during and post- construction.	Pre-Construction / Construction / Operation	Ferrovial York Joint Venture/ Roads and Maritime
Introduction of diseases	Should Phytophthora cinnamomi be identified, follow protocol to prevent introduction or spread of Phytophthora cinnamomi and Myrtle Rust consistent with Roads and Maritime Biodiversity Guidelines – Guide 7 (Pathogen Management) (RTA, 2011) during construction. The protocols used should be either the Sydney Region Pest Management Strategy or Best Practice Guidelines for Phytophthora cinnamomi (DECC 2008) and the DPI hand-out prepared for Myrtle Rust response 2010-11: Preventing spread of Myrtle Rust in bushland or the OEH Interim Management Plan for Myrtle Rust in Bushland (2011).	Construction	Ferrovial York Joint Venture
	Implement measures to prevent the spread of chytrid fungus in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011) including the hygiene protocol standards for the control of disease in frogs.		
Habitat corridor and wildlife connectivity	Prioritise investigation of offset sites that contribute to maintenance of wildlife connectivity in the local area.	Pre-Construction / Construction / Operation	Roads and Maritime Services
	Detailed design would aim to minimise vegetation clearing and indirect impacts on vegetation within the area mapped by Warringah Council as Priority 1 Wildlife Corridor during construction.	Detailed Design	Ferrovial York Joint Venture
	Undertake revegetation in accordance with Roads and Maritime Biodiversity Guidelines (RTA 2011) and detailed landscape plan prepared for the project.		
	Ensure revegetation works use local native trees, shrubs and groundcovers that occur in DFEC.	Construction / Operation	Ferrovial York Joint Venture
Impact on native fauna and their habitat	Identify areas of suitable habitat nearby for release of any fauna species encountered during construction in accordance with Roads and Maritime Biodiversity Guidelines (RTA 2011).	Pre-Construction / Construction	Ferrovial York Joint Venture
	Restrict use of pesticides to control weeds during and post-construction, particularly near watercourses and immediately before/during wet weather.		
	Implement reasonable and feasible measures to prevent pollution of waterways and drainage lines in the area downstream of the proposed works during and post-construction.		
	Should bushrock removal be required, it should be replaced in suitable areas as part of post-construction restoration in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011).		
	Should removal of dead wood and trees be required it should be replaced in suitable areas as part of post-construction restoration in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011).		
	Undertake staged habitat removal of hollow-bearing trees and bushrock in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011).		
	Avoid impacts on potential Koala habitat in ESU 4 and avoid the removal of Koala feed tree wherever reasonable and feasible		
	Undertake pre-clearing surveys for threatened plants that could potentially occur in the construction impact area. Any threatened plants identified would be managed in accordance with the unexpected threatened species finds procedure consistent with the Roads and Maritime Biodiversity Guidelines (RTA 2011).		
	Stage 2 Project		
General biodiversity impacts	A Construction Flora and Fauna Management Plan would be prepared for the Stage 2 Project. The plan would provide details of biodiversity management measures and procedures to be undertaken during construction to minimise and manage impacts on flora and fauna, including: – Management strategies for pre-construction, construction and post- construction activities including control measures for pre-clearing process – A map showing the DFEC and other native vegetation to be retained – Fauna rescue and release procedure – Protocol for working around trees that includes methods for trimming/lopping and managing excavations near retained trees to maintain tree health – Procedure for controlling the introduction and spreading of weeds and pathogens – Proposed strategies for re-use of coarse woody debris and bushrock – Unexpected threatened species finds procedure consistent with the Roads and Maritime Biodiversity Guidelines (RTA 2011) to manage any unexpected finds during construction.	Construction	
Loss of DFEC and other native vegetation	Establish exclusion zones around areas of DFEC and other native vegetation to be retained outside of the construction impact area.	Pre-construction	
	Locate construction access tracks and additional ancillary facilities in previously cleared/disturbed areas.		
	Excavations required in proximity to retained trees which may impact the critical root zone, are to be carried out in consultation with a suitably qualified and experienced arborist to ensure roots are not damaged in a way that could detrimentally affect tree health	Construction	
	Detailed design would aim to minimise impacts on DFEC, Red-crowned Toadlet and other moderate to good condition native vegetation.	Pre-construction	
	Residual impacts on DFEC and Red-crowned Toadlet habitat would be offset in accordance with the NSW offset principles for major projects (state significant development and state significant infrastructure) (OEH 2013)	Pre-construction	
	Offsets that conserve DFEC and Red-crowned Toadlet habitat should be the first priority	Pre-construction	
Threats to threatened species habitat	Implement sediment and erosion controls in accordance with the Blue Book (Landcom 2004) during construction.	Pre-Construction / Construction	
	Nest boxes would be installed in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011). The number and type of nest boxes required would be based on the number, quality and size of hollows that would be removed.		
Spread of invasive weeds	Carry out weed management and control in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011) during and post- construction.	Pre-Construction / Construction / Operation	
Introduction of diseases	Should Phytophthora cinnamomi be identified, follow protocol to prevent introduction or spread of Phytophthora cinnamomi and Myrtle Rust consistent with Roads and Maritime Biodiversity Guidelines – Guide 7 (Pathogen Management) (RTA, 2011) during construction. The protocols used should be either the Sydney Region Pest Management Strategy or Best Practice Guidelines for Phytophthora cinnamomi (DECC 2008) and the DPI hand-out prepared for Myrtle Rust response 2010-11: Preventing spread of Myrtle Rust in bushland or the OEH Interim Management Plan for Myrtle Rust in Bushland (2011).	Construction	
	Implement measures to prevent the spread of chytrid fungus in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011) including the hygiene protocol standards for the control of disease in frogs.		
Habitat corridor and wildlife connectivity	Prioritise investigation of offset sites in accordance with the wildlife connectivity strategy (refer to Appendix E of the Stage 2 Project EIS)	Pre-Construction / Construction / Operation	
	Detailed design would aim to minimise vegetation clearing and indirect impacts on vegetation within the area mapped by Warringah Council as Priority 1 Wildlife Corridor during construction.	Detailed Design	
	Fauna fencing, culverts and rope bridges will be implemented as early as possible, informed by the options in the Wildlife Connectivity Strategy (Appendix E) and in consultation with a suitably qualified and experienced ecologist. The final locations of measures will be determined during detailed design.	Construction	
	A monitoring program will be designed and implemented to assess the effectiveness of connectivity and roadkill mitigation measures.	Operation	
	Carry out revegetation in accordance with Roads and Maritime Biodiversity Guidelines (RTA 2011) and detailed landscape plan prepared for the project.	Construction	
	Ensure revegetation works use local native trees, shrubs and groundcovers that occur in DFEC.	Construction / Operation	
Impact on native fauna and their habitat	Identify areas of suitable habitat nearby for release of any fauna species encountered during construction in accordance with Roads and Maritime Biodiversity Guidelines (RTA 2011).	Pre-Construction / Construction	
	Restrict use of pesticides to control weeds during and post-construction, particularly near watercourses and immediately before/during wet weather.		
	Implement reasonable and feasible measures to prevent pollution of waterways and drainage lines in the area downstream of the proposed works during and post-construction.		
	Should bushrock removal be required, it should be replaced in suitable areas as part of post-construction restoration in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011).		
	Should removal of dead wood and trees be required it should be replaced in suitable areas as part of post-construction restoration in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011).		
	Carry out staged habitat removal of hollow-bearing trees and bushrock in accordance with the Roads and Maritime Biodiversity Guidelines (RTA 2011).		
	Restoration and landscaping work post-construction is to include replanting areas of former DFEC with local native species including Allocasuarina trees and nectarproducing trees and shrubs that occur in DFEC		
Impact on threatened flora and their habitat	Carry out pre-clearing surveys for threatened plants that could potentially occur in the construction impact area. Any threatened plants identified would be managed in accordance with the unexpected threatened species finds procedure consistent with the Roads and Maritime Biodiversity Guidelines (RTA 2011).	Pre-construction	
Impact on threatened fauna	Carry out pre-clearing surveys for threatened fauna (including the Powerful Owl and Red-crowned Toadlet) that could potentially occur in the construction impact area. Any threatened fauna identified would be managed in accordance with the unexpected threatened species finds procedure consistent with the Roads and Maritime Biodiversity Guidelines (RTA 2011)	Pre-construction	

Impact	CONCEPT APPROVAL, STAGE 1 PROJECT and STAGE 2 PROJECT Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
and their habitat	Explore and implement options for sustaining moisture in Red-crowned Toadlet breeding habitat during detailed road design	Detailed Design	
	A Red-crowned Toadlet Management Plan would be developed and included as part of the Construction Flora and Fauna Management Plan. This would include measures to protect and minimise impacts to Red-crowned Toadlet habitat during construction (such as temporary frog fencing) and protocols for pre-clearing survey and the identification of relocation areas prior to construction.	Pre-Construction / Construction	
	Consideration of water quality issues that may adversely affect Red-crowned Toadlet habitat will be incorporated as part of a broader water quality monitoring program developed and implemented for construction and operation of Stage 2 project in consultation with EPA and NOW. The monitoring program will include objectives and parameters to determine the effectiveness of mitigation measures and will also include contingency measures.	Pre-construction	
Revised Safeguards and Management Measures - Socio-economic, land use and property			
Concept Proposal			
Business, Economic and Property Impacts	Provide compensation for land acquisitions in accordance with Land Acquisition (Just Terms Compensation) Act 1991.	Pre-construction	Roads and Maritime Services
	Investigations into alignment refinements along Warringah Road would be undertaken to avoid or minimise property impacts to the south during the preparation of the Stage 2 EIS.	Pre-construction	Roads and Maritime Services
	Access to businesses along affected roads would be maintained during construction. The need for any alternative and/or temporary access arrangements would be agreed with affected property managers/owners and a signage strategy would be implemented to explain new access arrangements where required.	Pre-construction	Ferrovial York Joint Venture
Traffic and Access	Develop, implement and communicate the construction traffic management plan with the aim of minimising traffic impacts and disruptions.	Pre-construction	Ferrovial York Joint Venture
Community Consultation	Develop and implement a consultation program consistent with the Roads and Maritime Draft Community Consultation Framework that will ensure businesses, residents and others stay informed about the type, timing and duration of construction impacts and any mitigation measures being put in place (refer to Section 7.1.3).	Pre-construction	Roads and Maritime Services
Local Development	Warringah Council would be provided with suitable information to facilitate the provision of advice to applicants with regard to circumstances requiring the referral of development applications to Roads and Maritime.		
	Subject to obtaining planning approval, a final full list of all affected properties would be provided to Warringah Council so that a layer can be created in Council's GIS system for DA assessment and referral purposes		
	Development consents that would be affected by road works would be identified during detailed design and the extent to which they might be affected would be assessed .	Pre-Construction / Construction	Roads and Maritime Services
Stage 1 Project			
Business, Economic and Property Impacts	Undertake consultation with local land owners and businesses impacted by project about the duration, location and timing of construction and the potential impacts on business operations.	Pre-construction	Ferrovial York Joint Venture/ Roads and Maritime
	Access to businesses along affected roads would be maintained during construction. The need for any alternative and/or temporary access arrangements would be agreed with affected property managers/owners and a signage strategy would be implemented to explain new access arrangements where required.	Construction	Ferrovial York Joint Venture
	Roads and Maritime will investigate alternative options to provide on- street parking along the widened section of Frenchs Forest Road East between Allambie Road and Warringah Road. Further consultation would be undertaken with Council and local businesses.	Detailed Design	Ferrovial York Joint Venture/ Roads and Maritime
Property Impacts	Provide compensation to those property owners directly impacted by project in accordance with Land Acquisition (Just Terms Compensation) Act 1991.	Pre-construction	Roads and Maritime Services
Local Amenity Impacts	Undertake consultation with the local community about the duration, location and timing of construction and the potential impacts throughout the construction phase.	Construction	Ferrovial York Joint Venture/ Roads and Maritime
	Noise mitigation in the form of acoustic treatment of existing individual dwellings will be considered, where feasible and reasonable at receivers that exceed the RNP noise criteria.	Detailed Design	Ferrovial York Joint Venture/ Roads and Maritime
	Reduce visual impacts of project on residents through the implementation of design elements and safeguards noted in the landscape character and visual impact assessment (refer to Section 3.12).	Detailed Design	Ferrovial York Joint Venture
Community Services	Undertake consultation with schools, child care centres, medical facilities and recreational facilities throughout construction about the duration, location and timing of construction and the potential impacts on their activities.	Construction	Ferrovial York Joint Venture/ Roads and Maritime
	Ensure access is maintained to community facilities and open space throughout construction. The need for any alternative and/or temporary access arrangements would be agreed with affected property managers/owners and a signage strategy would be implemented to explain new access arrangements where required.	Construction	Ferrovial York Joint Venture/ Roads and Maritime
Traffic and Access	Develop, implement and communicate traffic management plan with the aim of minimising traffic impacts and disruptions (refer to Section 7.1.3).	Construction	Ferrovial York Joint Venture
Community Severance and Cohesion	Ensure existing pedestrian and cyclist networks are maintained or provide alternate arrangements where needed.	Construction	Ferrovial York Joint Venture
Community Consultation	Develop and implement a consultation program consistent with the Roads and Maritime Draft Community Consultation Framework that will ensure businesses, residents and others stay informed about the type, timing and duration of construction impacts and any mitigation measures being put in place (refer to Section 7.1.3).	Construction	Ferrovial York Joint Venture/ Roads and Maritime
Stage 2 Project			
Business, Economic and Property Impacts	Carry out ongoing communication through a Communication Strategy with local land owners and business impacted by Stage 2 with specific attention given to the duration, location and timing of construction and the potential impact on business operations	Pre-construction	
	Ensure continued communication with businesses that will be affected by acquisition to minimise uncertainty and impacts on business operations, as well as establishing a direct contact at Roads and Maritime for businesses to consult with as required	Pre-construction	
	The Construction Traffic Management Plan would include a signage strategy (consistent with Roads and Maritime policy) to allow the public, including local and passing patrons, to access shops, services and businesses during construction	Pre-Construction / Construction	
Property Impacts	Provide compensation to those property owners directly impacted by project in accordance with Land Acquisition (Just Terms Compensation) Act 1991.	Pre-construction	
Local Amenity Impacts	Carry out consultation with the local community about the duration, location and timing of construction and the potential impacts throughout the construction phase.	Construction	
Community Services	Carry out consultation with schools, child care centres, medical facilities and recreational facilities throughout construction about the duration, location and timing of construction and the potential impacts on their activities.	Construction	
	Ensure access is maintained to community facilities and open space throughout construction. The need for any alternative and/or temporary access arrangements would be agreed with affected property managers/owners and a signage strategy would be implemented to explain new access arrangements where required.	Construction	
Traffic and Access	Develop, implement and communicate traffic management plan with the aim of minimising traffic impacts and disruptions ((refer to Section 7.5 of the Stage 2 Project EIS).	Construction	
Community Severance and Cohesion	Ensure existing pedestrian and cyclist networks are maintained or provide alternate arrangements where needed.	Construction	
Community and stakeholder consultation	Develop and implement a consultation program consistent with the Roads and Maritime Draft Community Consultation Framework that will ensure businesses, residents and others stay informed about the type, timing and duration of construction impacts and any mitigation measures being put in place.	Pre-Construction / Construction	
	The consultation program will include consultation requirements for final design treatments that alter current access arrangements into Maxwell Parade	Pre-construction	
Revised Safeguards and Management Measures - Landscape character and visual impact			
Stage 1 Project			
Visual Impacts	A detailed landscape plan will be prepared for the project. The landscape plan will build on the finding of the Urban Design, Landscape Character and Visual Working Paper and will include detailed set out, species and planting guides.	Pre-construction	Ferrovial York Joint Venture
Construction Visual Impacts	The visual impact of construction site compound on adjacent residential areas will be minimised through the careful planning and positioning of temporary offices, other plant and material laydown areas, and specific management of lighting and potential for light spill within the identified construction		
	Vegetation currently located between construction site compound and adjacent residential areas will be retained where practicable to screen views.		
	Landscaping would be progressively introduced to provide screening between adjacent residences and the road corridor.	Construction	Ferrovial York Joint Venture
Stage 2 Project			
Landscape Character Impacts	Consistency with other road upgrades in the region is to be achieved by using elements that are identifiably part of the road-user experience in the surrounding area	Pre-construction	
	All walls are to be finished in materials and colours that are complementary to the urban bushland setting		
	The revegetation technique is to be determined by a combination of surrounding landscape character, as well proximity to existing ecological habitats and wildlife corridors		
	Use of bush reconstruction and regeneration as a revegetation technique is to be employed for areas next to endemic bushland		
	Limited use of 'feature' planting would be implemented at key intersections and important cultural areas to provide visual landmarks and enhance local identity	Construction	
Visual Impacts	A detailed landscape plan will be prepared for the project. The landscape plan will build on the finding of the Urban Design, Landscape Character and Visual Working Paper and will include detailed set out, species and planting guides.	Detailed Design	
	A combination of sandstone cladding, stone block or other material sensitive to the context is to be provided where either facing the road or where associated with residential properties.		
	Due to the urban nature of the project, retaining wall finishes are to be of a high quality and visible shotcrete is not to be employed as a finished material		
	Suitable fencing materials would be utilised including timber, brick and pressed steel fencing in colours suited to the local area		
	Where possible vegetative screening would be provided to mitigate the visual impact of fencing	Pre-Construction / Construction	
	Revegetation is to be carried out to all areas affected by construction work		
	Revegetation of fill embankments and shallow cut batters is to be carried out in order to stabilise the earthwork, minimise visual impact and integrate them with the character of the surrounding landscape	Detailed Design	
	Detailed design of structural elements, including noise barriers, shared pedestrian and cyclist bridges, and retaining walls and retaining wall finishes, are to be in accordance with Beyond the Pavement, Urban design policy, procedure and design principles (Roads and Maritime, 2013) and the associated design guidelines	Pre-construction	

Impact	CONCEPT APPROVAL, STAGE 1 PROJECT and STAGE 2 PROJECT Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
Loss of Privacy views into residential properties	Provide landscape buffer screening or glazed or steel mesh panels on bridge, stair and ramp structures to screen views to/from residential properties	Pre-construction	
Construction visual impacts	Landscaping would be progressively introduced to provide screening between adjacent residences and the road corridor.	Construction	
Revised Safeguards and Management Measures - Aboriginal Heritage			
	Concept Proposal and Stage 1 Project		
Refinements to detailed design construction impact area	Prior to construction, a review of the detailed design would be undertaken against the construction impact area shown in Figure 13 Appendix J. If changes to the current construction impact area are considered to cause an impact to identified sites Trefoil Creek 1 and/or Trefoil Creek 2, an updated impact assessment would be undertaken and appropriate management and mitigation measures formulated.	Pre-construction	Roads and Maritime Services
Newly recorded sites within the Stage 1 area: Trefoil Creek 1, Trefoil Creek 2	Avoidance of impacts on these two sites would be a clear design objective for detailed design. Periodic reviews would be carried out during detailed design to monitor design development and ensure these sites are not impacted.	Pre-construction	Roads and Maritime Services
Unexpected heritage items	Should any Aboriginal finds be uncovered during construction, their management should be in accordance with the Roads and Maritime Standard Management Procedure: Unexpected Heritage Items. All staff should be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff	Construction	Ferrovial York Joint Venture
Awareness of Aboriginal Heritage and legislative obligations	Aboriginal cultural awareness training for all relevant staff and contractors would be carried out prior to commencing work onsite. All relevant staff, contractors and subcontractors will be made aware of their statutory obligations for heritage under the National Parks and Wildlife Act 1974	Construction	Ferrovial York Joint Venture
	Stage 2 Preject		
General Aboriginal impacts	A Construction Heritage Management Plan would be prepared for the Stage 2 Project. The plan would provide details of management measures and procedures to be carried out during construction to minimise and manage impacts on Aboriginal heritage	Pre-construction	
Unexpected Finds	Should any Aboriginal finds be uncovered during construction, their management should be in accordance with the Roads and Maritime Unexpected Finds Protocol. All staff should be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Protocol should be on site and available at all times to all staff.	Pre-Construction / Construction	
Unexpected finds	Aboriginal cultural awareness training for all relevant staff and contractors would be undertaken prior to commencing work onsite.		
	Should any Aboriginal finds be uncovered during construction, their management should be in accordance with the Roads and Maritime Unexpected Finds Protocol. All staff should be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Protocol should be on site and available at all times to all staff.	Pre-Construction / Construction	
Revised Safeguards and Management Measures - Non Aboriginal Heritage			
	Stage 1 Project		
General Non-Aboriginal Impacts	A Construction Heritage Management Plan would be prepared for the Stage 1 Project. The plan would provide details of management measures and procedures to be undertaken during construction to minimise and manage impacts on non-Aboriginal heritage, including: – Management measures to be implemented to prevent and minimise impacts on heritage items – Procedures for dealing with previously unidentified heritage objects; – Heritage training and induction processes	Pre-construction	Ferrovial York Joint Venture
	A heritage induction is to be carried out in advance of the proposed works. All relevant staff, contractors and subcontractors should be made aware of their statutory obligations for heritage under the Heritage Act 1977 and National Parks and Wildlife Act 1974.	Pre-Construction / Construction	Ferrovial York Joint Venture
Pear Tree, Former Holland's Orchard Trees	Excavations required in proximity to retained trees which may impact the critical root zone are to be undertaken in consultation with a suitably qualified and experienced arborist to ensure roots are not damaged in a way that could detrimentally affect tree health.		
	Prior to works that will impact the pear tree a suitably qualified and experienced arborist would examine the tree to determine if relocation is a viable option. If relocation is not viable, propagation will be undertaken. Warringah Council and the Department of Education and Training will be consulted regarding a receiving site for the relocated or propagated tree. Archival recording of the pear tree will precede relocation or propagation.	Construction	Ferrovial York Joint Venture
Unexpected finds	Should any non-Aboriginal finds be uncovered during construction, their management should be in accordance with the Roads and Maritime Unexpected Finds Protocol. All staff should be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Protocol should be on site and available at all times to all staff.	Pre-Construction / Construction	Ferrovial York Joint Venture
	Stage 2 Project		
General Non-Aboriginal Impacts	A Construction Heritage Management Plan would be prepared for the Stage 2 Project. The plan would provide details of management measures and procedures to be carried out during construction to minimise and manage impacts on non-Aboriginal heritage, including: – Management measures to be implemented to prevent and minimise impacts on heritage items – Procedures for dealing with previously unidentified heritage objects; – Heritage training and induction processes to ensure all relevant staff, contractors and subcontractors will be made aware of their statutory obligations for heritage under the Heritage Act 1977	Pre-construction	
Management of pear tree	If impacted by the Stage 2 Project, the pear tree would be propagated further and photographically recorded in advance of any construction activities that would impact the tree. Options for a commemorative garden/plantings would be further discussed with Council, Department of Education and Communities and Health Infrastructure during detailed design.	Pre-construction	
Unexpected finds	Should any non-Aboriginal finds be uncovered during construction, their management should be in accordance with the Roads and Maritime Standard Management Procedure: Unexpected Heritage Items. All staff should be made aware of their obligations under various Federal and State heritage legislation during their site induction and copies of this Procedure should be on site and available at all times to all staff	Pre-Construction / Construction	
	Concept Proposal		
General Air Quality	An Air Quality Management Plan will be prepared for each construction stage of the Concept Proposal. The plan would detail air quality control measures and procedures to be undertaken during construction.	Construction	Ferrovial York Joint Venture
	Stage 1 Project		
General air quality impacts	An Air Quality Management Plan will be prepared to detail air quality control measures and procedures to be undertaken during construction, including: – air quality and dust management objectives consistent with DECCW guidelines – emissions from diesel construction plant – potential sources and impacts of dust, identifying all dust-sensitive receptors – mitigation measures to minimise dust impacts to sensitive receivers and to the environment – a monitoring program to assess compliance with the identified objectives – contingency plans to be implemented in the event of non- compliances and/or complaints about dust.		
	The Air Quality Management Plan would include safeguards and management measures including, but not limited to: – minimising areas of exposed surfaces through construction site planning and programming. – implementation of control measures to minimise dust emissions from stockpile sites and other areas. – covering of truck loads when transporting materials to and from the site. – avoiding/modifying construction activities during high wind periods. – progressive rehabilitation of completed sections of works – regular review of the efficacy of dust suppression measures and revision of these as required.	Construction	Ferrovial York Joint Venture
Impacts on local air quality during construction	Areas of exposed surfaces are to be minimised through construction site planning and programming, to reduce the area of potential construction dust emission sources.		
	Control measures, such as compaction stabilisation or covering would be implemented in order to minimise dust from stockpile sites.		
	Dust suppression measures, such as the use of water carts or soil binders, would be used in any unsealed surfaces and other exposed areas.		
	All trucks would be covered when transporting materials to and from the site.		
	Construction activities that would generate dust would be avoided or modified during high wind periods.		
	Work activities would be reviewed if the dust suppression measures are not adequately restricting dust generation.		
	Rehabilitation of completed sections would be progressively undertaken.	Construction	Ferrovial York Joint Venture
Exhaust emissions	Construction plant and equipment would be maintained in good working condition in order to limit impacts on air quality.		
	Where practicable, vehicles will be fitted with pollution reduction devices.	Construction	Ferrovial York Joint Venture
	Stage 2 Project		

Impact	CONCEPT APPROVAL, STAGE 1 PROJECT and STAGE 2 PROJECT Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
General air quality impacts	An Air Quality Management Plan will be prepared to detail air quality control measures and procedures to be carried out during construction, including: – air quality and dust management objectives consistent with DECCW guidelines – emissions from diesel construction plant – potential sources and impacts of dust, identifying all dust-sensitive receptors – mitigation measures to minimise dust impacts to sensitive receivers and to the environment – a monitoring program to assess compliance with the identified objectives – contingency plans to be implemented in the event of non- compliances and/or complaints about dust.	Construction	
Impacts on local air quality during construction	Areas of exposed surfaces are to be minimised through construction site planning and programming, to reduce the area of potential construction dust emission sources.		
	Control measures, such as compaction stabilisation or covering would be implemented in order to minimise dust from stockpile sites.		
	Dust suppression measures, such as the use of water carts or soil binders, would be used in any unsealed surfaces and other exposed areas.		
	All trucks would be covered when transporting materials to and from the site.		
	Construction activities that would generate dust would be avoided or modified during high wind periods.		
	Work activities would be reviewed if the dust suppression measures are not adequately restricting dust generation.		
	Rehabilitation of completed sections would be progressively undertaken.		
	Where buildings and structures are required to be demolished, techniques and practices would be developed to minimise dust generation	Construction	
Exhaust emissions	Construction plant and equipment would be maintained in good working condition in order to limit impacts on air quality.		
	Where practicable, vehicles will be fitted with pollution reduction devices and switched off when not in use.	Construction	
Revised Safeguards and Management Measures - Geology, Soils and Contamination			
	Concept Proposal		
Managing Impacts on soil in general	A Soil and Water Management Plan will be prepared for the each construction stage of the Concept Proposal in accordance with the principles and guidelines set out Soils and Construction – Managing Urban Stormwater series, comprising Volume 1 (Landcom, 2004) and Volume 2D – Main Roads (DECC, 2008).	Construction	Ferrovial York Joint Venture
Warringah Road 'slot cut face may be susceptible to erosion and slope stability during construction	As part of future stage(s) design development, subsoil drainage would be incorporated into the 'slot' to ensure the ongoing stabilisation of face. The extent of the drainage network would be finalised during detailed design.	Pre-construction	Roads and Maritime Services
Impact to contaminated land	Preparation of a Phase 2 assessment would be required prior to construction of the Stage 2 Project. Outcomes and management measures identified in the Phase 2 assessment would be incorporated into the CEMP for the Stage 2 Project.	Construction	Roads and Maritime Services
	Stage 1 Project		
Managing Impacts on soil in general	A Soil and Water Management Plan will be prepared for each construction stage of the Concept Proposal in accordance with the principles and guidelines set out Soils and Construction – Managing Urban Stormwater series, comprising Volume 1 (Landcom, 2004) and Volume 2D – Main Roads (DECC, 2008), including: – Consideration of soil erodibility – Management strategies to be used to minimise surface and groundwater impacts, including identification of water treatment measures, discharge points and erosion and sediment control measures – Sedimentation basin construction and management – Measures to monitor and manage spoil, fill and materials stockpile sites – Dewatering procedure – Water quality monitoring and checklists	Pre-construction	Ferrovial York Joint Venture
Disturbance of Contaminated or potentially contaminated land	A Contaminated Land Management Plan will be prepared in accordance with the Contaminated Land Management Act 1997, relevant EPA Guidelines and Roads and Maritime Guideline for Management of Contamination (RMS 2013) and will include at a minimum: – Contaminated land legislation and guidelines including any relevant licences and approvals to be obtained – Identification of locations of known or potential contamination and preparation of a map showing these locations – Identification of rehabilitation requirements, classification, and transport and disposal requirements of any contaminated land within the construction footprint – Contamination management measures including waste classification and reuse procedures and unexpected finds procedures for unanticipated discovery of contaminated material during construction.	Pre-construction	Ferrovial York Joint Venture
Inappropriate disposal of material that cannot be reused on the Project	Excavated material that is not suitable for on-site reuse or recycling will be transported to a site that may legally accept that material for reuse or disposal.		
	Excavated material leaving the site will be classified in accordance with the Waste Classification Guidelines so that correct resource recovery and or off-site disposal occur.	Construction	Ferrovial York Joint Venture
Construction Accidental spills	An emergency spill response procedure will be prepared to minimise the impact of spills including details on the requirements for managing, cleaning up and reporting.		
	Spill kits and adequate quantities of suitable material to counteract spillage would be kept readily available.		
	Any potential hazardous or contaminant materials (for example, fuels, curing compounds, and oils) would not be stored within 50 metres of any waterways or drainage lines, flood prone areas, or on slopes steeper than 1:10. Storage areas would be impervious and adequately bunded.		
	The refuelling of plant and maintenance of machinery would be undertaken in impervious bunded areas. Refuelling would be attended at all times.		
	Vehicle wash-downs and/or concrete truck washouts would be undertaken within a designated bunded area of an impervious surface or undertaken off-site.		
	Machinery would be checked daily to ensure that there are no oil, fuel, or other liquid leaks.	Construction	Ferrovial York Joint Venture
Operation Accidental Spills	Detailed design would consider reasonable and feasible measures to optimise pollution mitigation.	Pre-construction	Ferrovial York Joint Venture
	Stage 2 Project		
Warringah Road 'slot' cut face may be susceptible to erosion and slope stability during	As part of Stage 2 Project design development, subsoil drainage would be incorporated into the 'slot' to ensure the ongoing stabilisation of face. The extent of the drainage network would be finalised during detailed design	Detailed Design	
Managing Impacts on soil in general	A Soil and Water Management Plan will be prepared for each construction stage of the Concept Proposal in accordance with the principles and guidelines set out Soils and Construction – Managing Urban Stormwater series, comprising Volume 1 (Landcom, 2004) and Volume 2D – Main Roads (DECC, 2008), including: – Consideration of soil erodibility – Management strategies to be used to minimise surface and groundwater impacts, including identification of water treatment measures, discharge points and erosion and sediment control measures – Sedimentation basin construction and management – Measures to monitor and manage spoil, fill and materials stockpile sites – Dewatering procedure – Water quality monitoring and checklists	Pre-construction	
Disturbance of contaminated or potentially contaminated land	A Contaminated Land Management Plan will be prepared in accordance with the Contaminated Land Management Act 1997, relevant EPA Guidelines and Roads and Maritime Guideline for Management of Contamination (RMS 2013) and will include at a minimum: – Contaminated land legislation and guidelines including any relevant licences and approvals to be obtained – Identification of locations of known or potential contamination and preparation of a map showing these locations – Identification of rehabilitation requirements, classification, and transport and disposal requirements of any contaminated land within the construction footprint – Measures to manage stockpiled potentially contaminated soil in accordance with the requirements of NSW EPA Waste Guidelines – Contamination management measures including waste classification and reuse procedures and unexpected finds procedures for unanticipated discovery of contaminated material during construction.		
	Potentially contaminated groundwater encountered during the work would be managed in accordance with a Groundwater and Dewatering Management Plan. This would include the proposed method for capture, treatment and/or in accordance with the requirements of NSW EPA (2014) Waste Guidelines		
	A remediation validation report will be developed to ensure that all identified contamination has been remediated, removed from site and/or managed sufficiently once construction work has ceased and the site is in operation		
	An Asbestos Management Plan will be developed prior to work commencing and include: – The locations of asbestos impacted areas within each AEC; and – The requirements including mitigation measures for asbestos management, asbestos handling and asbestos disposal in accordance with NSW EPA and NSW WorkCover guidelines	Pre-construction	
Inappropriate disposal of material that cannot be reused on the Project	Excavated material that is not suitable for on-site reuse or recycling will be transported to a site that may legally accept that material for reuse or disposal.		
	Excavated material leaving the site will be classified in accordance with the Waste Classification Guidelines so that correct resource recovery and or off-site disposal occur.	Construction	
Construction accidental spills	An emergency spill response procedure will be prepared to minimise the impact of spills including details on the requirements for managing, cleaning up and reporting.		
	Spill kits and adequate quantities of suitable material to counteract spillage would be kept readily available.		
	The refuelling of plant and maintenance of machinery would be undertaken in impervious bunded areas. Refuelling would be attended at all times.		
	Vehicle wash-downs and/or concrete truck washouts would be undertaken within a designated bunded area of an impervious surface or undertaken off-site.		

Impact	CONCEPT APPROVAL, STAGE 1 PROJECT and STAGE 2 PROJECT Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
	Machinery would be checked daily to ensure that there are no oil, fuel, or other liquid leaks.	Construction	
Operation Accidental Spills	Detailed design would consider reasonable and feasible measures to optimise pollution mitigation.	Detailed Design	
Revised Safeguards and Management Measures - Hydrology, Water Quality and Flooding			
Concept Proposal			
Operational Impacts on Water Quality	The ultimate operational water quality treatment strategy for the Concept Proposal (covering both stages) would be developed/ confirmed during the respective detailed design stages and would address the matters noted by the EPA in its submission (Issue 10).	Pre-construction	Roads and Maritime Services
Impact on Council Stormwater Infrastructure	Council would be consulted with regard to matters related to its stormwater drainage infrastructure.		
	Health Infrastructure would be consulted during detailed design with regard to allowing for runoff from the developed hospital site.	Pre-construction	Roads and Maritime Services
Sedimentation of surrounding watercourses and drainage lines	A Soil and Water Management Plan will be prepared for each construction stage of the Concept Proposal in accordance with the principles and guidelines set out Soils and Construction – Managing Urban Stormwater series, comprising Volume 1 (Landcom, 2004) and Volume 2D – Main Roads (DECC, 2008). This would also consider and address the matters noted by the EPA in its submission (Issue 11).	Construction	Ferrovial York Joint Venture
Contamination of surrounding watercourses and drainage lines	An emergency spill response procedure will be prepared to minimise the impact of spills including details on the requirements for managing, cleaning up and reporting. The requirements of the plan are detailed in Section 15.5 of the EIS.	Construction	Ferrovial York Joint Venture
Management of groundwater quantity and quality	Consultation with the EPA and NSW Office of Water would be undertaken prior to construction, regarding monitoring and the management of groundwater quality from contamination sources. Parameters to be monitored would be agreed with the EPA and the NSW Office of Water.		
	Pre-construction monitoring of groundwater quality, groundwater flows and groundwater levels would continue to be undertaken to establish existing groundwater quality, flow paths and levels of the Concept Proposal.	Pre-construction	Roads and Maritime Services
Groundwater flow impacts	Monitoring of the Red-crowned Toadlet habitat would be undertaken prior to and during construction to determine any groundwater impacts on the habitat.	Pre-Construction / Construction	Roads and Maritime Services
Interception of groundwater during construction	Groundwater flows intercepted by project structures (slots and cuttings) would be collected, treated as necessary and recharged into water courses or stormwater.		
	Engineering methods, such as cross drains, would be used to capture and manage groundwater flows during construction.	Construction	Ferrovial York Joint Venture
Water sharing plans	Consultation with NSW Office of Water would be undertaken concerning relevant water sharing plans and the need for groundwater extraction licences or approvals prior to construction.	Pre-construction	Ferrovial York Joint Venture/ Roads and Maritime
Stage 1 Project			
Erosion and sediment control (construction)	A Soil and Water Management Plan will be prepared for each construction stage of the Concept Proposal in accordance with the principles and guidelines set out Soils and Construction – Managing Urban Stormwater series, comprising Volume 1 (Landcom, 2004) and Volume 2D – Main Roads (DECC, 2008), including: – Consideration of soil erodibility – Management strategies to be used to minimise surface and groundwater impacts, including identification of water treatment measures, discharge points and erosion and sediment control measures – Sedimentation basin construction and management – Measures to monitor and manage spoil, fill and materials stockpile sites – Dewatering procedure – Water quality monitoring and checklists.	Pre-Construction / Construction	Ferrovial York Joint Venture
Surface water quality during operation	Three in-line pollutant control devices would be designed and installed at the following locations: – Drainage Line 1 – Cobb Street (refer to Appendix M Figure 8.1, Sheet 1 of 4 for location) – Drainage Line 2 – Outlet of new piped stormwater drainage line in Wakehurst Parkway road reserve north of Stage 1 Project (refer to Appendix M Figure 8.1, Sheet 3 of 4 for location) – Drainage Line 3 – End of cul de sac in Winslea Avenue	Detailed Design	Ferrovial York Joint Venture
Scour of bank drainage line and potential channel erosion	Outlet scour protection, such as a rock rip rap apron with an energy dissipation structure, would be considered as part of the detailed design at the pipe outlet in the drainage line downstream (west) of Wakehurst Parkway.	Detailed Design	Ferrovial York Joint Venture
Interception of groundwater during construction	Groundwater flows intercepted by project structures, such as cuttings, would be collected, treated as necessary and recharged into watercourses or stormwater.		
	Engineering methods, such as cross drains, would be used to capture and manage groundwater flows during construction.	Construction	Ferrovial York Joint Venture
Stage 2 Project			
Erosion and sediment control (construction)	A Soil and Water Management Plan will be prepared for each construction stage of the Concept Proposal in accordance with the principles and guidelines set out Soils and Construction – Managing Urban Stormwater series, comprising Volume 1 (Landcom, 2004) and Volume 2D – Main Roads (DECC, 2008), including: – Consideration of soil erodibility – Management strategies to be used to minimise surface and groundwater impacts, including identification of water treatment measures, discharge points and erosion and sediment control measures – Sedimentation basin construction and management – Measures to monitor and manage spoil, fill and materials stockpile sites – Dewatering procedure – Water quality monitoring and checklists.	Pre-Construction / Construction	
Erosion, sediment and water quality impacts	Where space allows, construction work should consider the potential for locating sediment retention basins or sumps along the southern side of Warringah Road, where widening of the existing westbound carriageway will require land clearing and excavation work, if possible. These basins or sumps would reduce the volume of sediment and turbidity levels in runoff potentially discharging to Catchments 4, 5 and 6.	Construction	
Water Quality impacts during construction	An emergency spill response procedure will be prepared to minimise the impact of spills including details on the requirements for managing, cleaning up and reporting.		
	Spill kits and adequate quantities of suitable material to counteract spillage would be kept readily available.		
	Any potential hazardous or contaminant materials (for example, fuels, curing compounds, and oils) would not be stored within 50 metres of any waterways or drainage lines, flood prone areas, or on slopes steeper than 1:10. Storage areas would be impervious and adequately bunded.		
	The refuelling of plant and maintenance of machinery would be carried out in impervious bunded areas. Refuelling would be attended at all times.		
	Vehicle wash-downs and/or concrete truck washouts would be located within a designated bunded area with an impervious surface or located off-site.		
	Machinery would be checked daily to ensure that there are no oil, fuel, or other liquid leaks.	Detailed Design	
Operational accidental spills	Detailed design would consider reasonable and feasible measures to optimise pollution mitigation and would include as a minimum: - Spill containment requirements focusing on drainage lines discharging to identified Red-crowned Toadlet habitat - Opportunities to include spill containment provisions in conjunction with the proposed separate below ground detention storages in the vicinity of the Aquatic Drive and Wakehurst Parkway intersection - Consideration of wall wash down and other maintenance requirement.	Detailed Design	
Revised Safeguards and Management Measures - Groundwater			
Stage 2			
Management of groundwater quality and quantity	Pre-construction monitoring of surface water and groundwater quality, groundwater flows and groundwater levels will continue to be carried out to establish existing baseline conditions for Stage 2.		
	Groundwater monitoring as part of a broader water quality monitoring program will be developed and implemented for construction and operation in consultation with EPA and NOW. As a minimum the water quality monitoring will include the following analytes: - Total dissolved solids and other inorganic constituents including chloride, sodium and sulphate - pH - Metals including cadmium, iron, lead, nickel, manganese and zinc - Nitrate and phosphorus - Petroleum hydrocarbon related compounds (such as benzene, toluene, ethylbenzene and xylene and poly-aromatic hydrocarbons).	Pre-Construction /	

Impact	CONCEPT APPROVAL, STAGE 1 PROJECT and STAGE 2 PROJECT Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
	The monitoring program will include objectives and parameters to determine the effectiveness of mitigation measures and will also include contingency measures.	Construction / Operation	
Management of groundwater drawdown due to the seepage into the slot during construction	A Groundwater and Dewatering Management Plan would be prepared to manage the impacts of groundwater drawdown due to seepage into the slot during construction. The Plan would ensure that the proposed method for managing groundwater impacts during construction, including dewatering operations, does not impact on the quality of the receiving surface waters. The Plan would also provide groundwater quality objectives and discharge requirements, the scope of dewatering (including volumes, levels, method and draw down effects) and would be prepared in consultation with the EPA and NOW.	Construction	
Treatment of captured groundwater during construction	Groundwater seepage quality would be treated to background surface water quality to be protective of overall instream environmental values, and then in consideration of ANZECC (2000) freshwater criteria prior to discharge to surface water.	Construction	
Groundwater drawdown due to seepage into the slot potentially resulting in settlement of ground and further impacts to existing infrastructure	Groundwater drawdown plots will be further developed during detailed design to confirm EIS findings. Additional mitigation measures will be developed should settlement risks be identified.	Detailed Design	
Slot seepage discharge into surface water during operation	Detailed design of the slot drainage system will confirm the capture, treatment and discharge methods for groundwater and would include: - Designing the slot infrastructure to prevent interaction of groundwater seepage with surface water run-off from the Stage 2 Project and slot including the need to facilitate flushing/cleaning activities to remove build-up of sludge associated with groundwater precipitates - Confirmation of discharge quality requirements for groundwater based on background surface water quality and ANZECC (2000) freshwater criteria - Opportunities to connect into the surface water drainage system/detention storage below Aquatic Drive at the intersection of Wakehurst Parkway (post treatment) to minimise impacts associated with increasing downstream surface water flows - Consideration of the amount of treatment required on a long term (operational) basis - Alternative disposal methods if considered feasible and reasonable, including discharge to sewer (subject to Sydney Water trade waste permit). - Consultation with the EPA and NOW.	Pre-construction	
Revised Safeguards and Management Measures - Resource use and waste management			
	Concept Proposal		
Inappropriate handling or disposal of waste	A Resource and Waste Management Plan will be prepared for each construction stage of the Concept Proposal to identify the hierarchy for sourcing and use of resources.		
	Wastes would be managed consistent with the WARR Act principles of avoidance, reduction, reuse and recycling.	Pre-Construction / Construction	Ferrovial York Joint Venture
	Stage 1 Project		
Inappropriate handling or disposal of waste	A Resource and Waste Management Plan will be prepared to identify the hierarchy for sourcing and use of resources. The plan will adopt the Resource Management Hierarchy principles of the WARR Act and include: – Identification the waste streams that will be generated during construction – A waste register detailing types of waste collected, amounts, date, time, and details of disposal – A resource management strategy detailing beneficial reuse options for surplus and/or unsuitable material.	Pre-construction	Ferrovial York Joint Venture
	All wastes, including contaminated wastes, will be identified and classified in accordance with Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-Liquid Wastes.		
	Disposal of any non-recyclable waste will be in accordance with the POEO Act and Waste Classification Guidelines: Part 1 Classifying Waste.	Construction	Ferrovial York Joint Venture
Inappropriate disposal of excavated material that cannot be reused in the Stage 1 Project	Excavated material that is not suitable for on-site reuse or recycling will be transported to a site that may legally accept that material for reuse or disposal.		
	Excavated material leaving the site will be classified in accordance with the Waste Classification Guidelines so that correct resource recovery and or off-site disposal occur.	Construction	Ferrovial York Joint Venture
	Stage 2 Project		
Inappropriate handling or disposal of waste	A Resource and Waste Management Plan will be prepared to identify the hierarchy for sourcing and use of resources. The plan will adopt the Resource Management Hierarchy principles of the WARR Act and include: – Identification the waste streams that will be generated during construction – A waste register detailing types of waste collected, amounts, date, time, and details of disposal – A resource management strategy detailing beneficial reuse options for surplus and/or unsuitable material.	Pre-construction	
	All wastes, including contaminated wastes, will be identified and classified in accordance with Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-Liquid Wastes.		
	Disposal of any non-recyclable waste will be in accordance with the POEO Act and Waste Classification Guidelines: Part 1 Classifying Waste.	Construction	
	An asbestos survey would be carried out of buildings to be demolished as part of the project. The survey would be conducted by a suitably qualified occupational hygienist.	Pre-Construction / Construction	
	Asbestos handling and management would be documented in an Asbestos Management Plan and carried out in accordance with: - Work Health and Safety Act 2011 - Code of Practice for the Safe Removal of Asbestos 2nd edition (NOHSC, 2005) - Code of Practice for the Management and Control of Asbestos in Workplaces (NOHSC, 2005) - Protection of the Environment Operations (Waste) Regulation 2005 – section 42 special requirements relating to asbestos waste - AS2601:1991 Demolition of Structures.	Construction	
Inappropriate disposal of excavated material that cannot be reused in the Stage 2 Project	Where possible and fit for purpose, spoil would be beneficially re-used within the project before off-site re-use or disposal options are pursued.		
	Excavated material that is not suitable for on-site reuse or recycling will be transported to a site that may legally accept that material for reuse or disposal.		
	Before being transported from construction sites, excavated spoil would be classified in accordance with the Waste Classification Guidelines: Part 1 Classifying Waste (DECCW, 2009) to ensure appropriate reuse or disposal.	Construction	
Management of Excess Spoil	A Spoil Management Strategy would be developed prior to the commencement of construction and implemented during construction. The strategy would identify spoil disposal site(s) and describe the management of spoil on-site and during off-site transport.	Construction	
Revised Safeguards and Management Measures - Greenhouse gas and climate change			
	Concept Proposal, Stage 1 Project and Stage 2 Project		
Energy consumption during construction	Energy (fuel/electricity) efficiency would be assessed in selecting plant and equipment. Where reasonable and feasible, plant and equipment with higher energy efficiency ratings would be selected.		
	Use of locally sourced materials to reduce transport emissions where reasonable and feasible.		
	Flyash content within concrete would be specified where feasible.		
	The feasibility of using biofuels (biodiesel, ethanol, or blends such as E10 or B80) would be investigated by the contractor, taking into consideration the capacity of plant and equipment to use these fuels, ongoing maintenance issues and local sources. Works would be planned to minimise fuel use.	Pre-Construction / Construction	Ferrovial York Joint Venture
Re-use of excavated road materials	Reuse of excavated road materials would be maximised as far as possible where they are cost, quality and performance competitive to reduce use of materials (with embedded energy).	Pre-construction	Ferrovial York Joint Venture
Energy consumption during construction	Investigate opportunities to use renewable energy sources to operational requirements such as power control systems, lighting and signage where reasonable and feasible.	Operation	Roads and Maritime Services
Revised Safeguards and Management Measures - Cumulative Impacts and Interactions			
	Concept Proposal, Stage 1 Project and Stage 2 Project		
Cumulative Impacts	Broad consultation would be undertaken with potentially affected local community and key stakeholders in coordination with proponents of other nearby projects.		Ferrovial York Joint Venture /

Impact	CONCEPT APPROVAL, STAGE 1 PROJECT and STAGE 2 PROJECT Commitment/Obligation	Phase	Responsibility (Roads and Maritime/Ferrovial York Joint Venture)
Cumulative impacts	consultation would be undertaken with proponents of other nearby projects to increase the overall awareness of project timeframes/staging and impacts and to provide a more coordinated approach to managing construction in the area.	Construction	Ferrovial York Joint Venture/ Roads and Maritime

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