

Northern Beaches Hospital Connectivity and Network Enhancement Project

Six Monthly Compliance Report: December 2015-June 2016

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ACRONYMS AND 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 Audit | Verification of how implementation is proceeding with respect to the Project Deed, AS/NZS ISO 14001:2004, CEMP and environmental documents such as CoA |
| Environmental Incident | An unexpected event that has, or has the potential to, cause harm to the environment and requires some action to minimise the impact or restore the environment. |
| 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 | <i>Environmental Planning and Assessment Act 1979</i> |
| EPL | Environment Protection Licence |
| ERG | Environmental Review Group – comprising representatives of Roads and Maritime, Environmental Representative, Project delivery team, regulatory authorities (EPA, OEH) and Warringah Council. The ERG will be maintained for the duration of the Project and will meet monthly. The role the ERG is to provide proactive advice on environmental management issues and review the environmental performance of the Project. |
| 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: <ul style="list-style-type: none"> • Stage 1 – Hospital Connectivity Enhancement Works; and Stage 2 – Network Enhancement Works. |
| Secretary | Secretary of the NSW Department of Planning and Environment (or delegate) |

1. PROJECT

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

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

In accordance with Stage 1 Project Conditions of Approval (CoA) A11, a Compliance Tracking Program (CTP) was prepared for the Project, and was provided as Appendix A9 of the Stage 1 CEMP. As part of the CTP, Construction Compliance Reports must be prepared at six monthly intervals following commencement of construction and subsequent submission timeframes to be directed by the Secretary if necessary, following review of the Reports for the duration of construction.

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



Figure 1-1 Project location and staging

2. PROJECT DESCRIPTION

2.1 Project overview

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

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

2.2 Stage 1 works

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

- widening and intersection upgrades along sections of Forest Way between about 100 metres north of Warringah Road to south of Adams Street;
- upgrade of the existing bus stop fronting the Forest Way shopping centre on Forest Way, to accommodate two buses within the bay;
- widening of Naree Road, Frenchs Forest Road West and a section of Frenchs Forest Road East from the Wakehurst Parkway intersection to Allambie Road;
- provision of traffic signals with pedestrian crossings at Naree Road and Forest Way; at Naree Road, Frenchs Forest Road West and Rabbett Street; on Frenchs Forest Road West at a new access to the hospital opposite Gladys Avenue; at Frenchs Forest Road East and Romford Road; and at Frenchs Forest Road East, Patanga Road and Allambie Road;

- provision of dedicated kerb side bus lanes along approaches and departures to the Frenchs Forest Road intersection with Wakehurst Parkway;
- widening and upgrades to the intersection of Frenchs Forest Road and Wakehurst Parkway;
- widening of the Wakehurst Parkway from about 330 metres north of the intersection with Frenchs Forest Road to the intersection with Warringah Road;
- widening of Allambie Road to the north of the intersection with Warringah Road;
- widening and upgrade to the Warringah Road and Allambie Road (north) intersection; and
- widening of Warringah Road west of Allambie Road for about 700 metres just to the east of Courtney Road.

The Stage 1 Project would also include drainage works, landscaping, property acquisition and adjustments, utility relocations (utilities across the entire concept proposal are included in the Stage 1 approval and may be required to extend into surrounding streets), as well as ancillary works during construction. The ancillary works would include but not be limited to construction compounds, sedimentation basins, and stockpile sites.

3. PROJECT MANAGEMENT

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

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

4. ENVIRONMENTAL MANAGEMENT SYSTEM OVERVIEW

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

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

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

5. COMPLIANCE TRACKING PROGRAM REQUIREMENTS

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

5.1 Scope of the activities undertaken during the reporting period

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

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

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

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

A record of all environment inductions are maintained within the Project Comply-Flow system and kept on-site.

5.2 Performance of environmental controls

Key environmental controls have included:

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

In general the above environmental controls have effectively managed construction activities to avoid major environmental pollution impacts or detrimental impacts to surrounding environmental values.

5.3 Non-compliances during the reporting period

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

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

5.4 Incidents recorded and actions taken

| # | Summary | Date | Remedial Action |
|-----|---|-----------------------------|---|
| 001 | Cleared Area of Urban Exotic / Weed Vegetation, released in hold point, not aligned with EIS / SPIR drawings. DP&E Notified. | 29/10/2015 (Early works) | <ul style="list-style-type: none"> All EIS and clearing limits confirmed across Project. EWMS for clearing and grubbing revised and toolbox. Fencing protocol confirmed across Project. Clearing permit revised to include survey sign-off as part of release and verification process prior to approval. |
| 002 | Vehicle refuelled on flat ground then parking on slope resulting in less than 500mL of fuel leaking | 08/01/16 | <ul style="list-style-type: none"> Spill kit used and material cleaned up and disposed appropriately. Toolbox by site on refuelling rolled out to site. |
| 003 | Hydraulic leak in coupling between truck and dog resulting in approximately 1L of fluid reaching ground. | 21/01/16 | <ul style="list-style-type: none"> Spill kit used and material cleaned up and disposed appropriately. Pre-start reminder on maintenance of plant and equipment. |
| 004 | Banjo nut leakage resulting in less than 500mL of fluid | 17/02/16 | <ul style="list-style-type: none"> Spill kit used and material cleaned up and disposed appropriately. |
| 005 | Delivery of road profiler to site out of hours without prior notification. | 11/03/16 | <ul style="list-style-type: none"> Plant to remain parked up until works commence on Sunday as per notification. Profiler to be removed onto Frenchs Forest Road by 8pm for works. Plant to be removed as part of demobilisation activities in accordance with notification and not returned to Bluegum Crescent. |
| 006 | Spill of drillers mud (15L) within premises and contained. | 21/04/2016 | <ul style="list-style-type: none"> Sucker truck cleaned site. Controls confirmed as in place. |

| # | Summary | Date | Remedial Action |
|-----|---|------------|---|
| 007 | <p>Under boring activity 10m underground came into contact with subsurface rock stratum fractures which resulted in under bore drilling material (containing a mix of non-toxic bentonite and water) running underground through the fractures and entering a redundant and unknown stormwater pipe which had not been appropriately capped by the asset owner. Material entered Trefoil Creek.</p> <p>EPA Notifiable Incident.</p> | 22/04/2016 | <ul style="list-style-type: none"> • Grouted location of pipe and pit. • Mobilisation plan for contractor to re-establish on site which details required controls, methodology monitoring and incident response to reduce risk of reoccurrence. • EWMS developed for re-commencing works on-site. • Review PIRMP following incident. • Implement Aquatic Ecologist recommendations. • Ongoing water quality monitoring of SW2 and SW7 until areas stabilised. • Controls to remain in Trefoil Creek until completion of underbore works. • Additional controls installed at outlets of known culverts and redundant service in this locale. |
| 008 | <p>Under boring activities which had recommenced, resulted in a secondary frac-out overnight. The material (containing a mix of non-toxic bentonite and water) had overtopped ERSED controls installed at the outlet.</p> <p>EPA Notifiable Incident.</p> | 05/05/2016 | <ul style="list-style-type: none"> • EWMS reviewed and updated. • Site made safe for 24hr access and monitoring. • Sucker Truck remained adjacent to work area until works completed and operator to be present to collect flows. • Controls to remain at outlet location during underbore activities generally rather than sealing frac out location. |
| 009 | <p>Hydraulic hose of a float delivering an excavator ruptured causing a loss of hydraulic fluid within the project boundary.</p> | 24/05/2016 | <ul style="list-style-type: none"> • Material cleaned up using spill kit. • VMP has been issued to subcontractors reconfirming haul routes. • Subcontractors have been informed to call 30mins prior to delivery to confirm routes and any constraints such as traffic, accidents. |

5.5 Monitoring and review of compliance against relevant criteria

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

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

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

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

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

5.6 Audits and inspections

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

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

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

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

Each of these matters raised during inspections were rectified.

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

5.7 Environmental complaints

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

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

The staging of night-time activities were programmed, assessed and monitored in accordance with the NVM and Out of Hours Working Protocol. Noise mitigation measures were implemented where possible. While activities were monitored and shown to comply with predicted noise levels, the inherent noisy nature of these activities had given rise to complaints.

All noise complaints received were responded to within 24 hours and have been closed out.

All complaints are recorded and tracked within the Project Consultation Manager system.

5.8 Compliance with the Stage 1 Project Approvals and RSMs

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

- Appendix A - summary of Concept and Stage 1 Project compliance against the Conditions of Approval
- Appendix B - summary of the Concept and Stage 1 compliance against each of the RSMs from the Concept and Stage 1 SPIR.

| Ref | Sub Ref. | CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation | Phase | Responsibility (Roads and Maritime/Ferrovial York Joint Venture) | Compliance Status | Status (e.g. Date submitted to DP&E, Approval obtained etc.) |
|--|--|--|--|---|----------------------|---|
| 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 | Closed | Noted |
| A2 | | The Proponent shall carry out the Concept Proposal generally in accordance with the | Pre-Construction / Construction / Operation | Ferrovial York Joint Venture/ Roads and Maritime | Ongoing | CEMP for Stage 1 Project works approved by DP&E and issued for construction in Nov 2015. The project is being undertaken in accordance with the Concept Approval documents. |
| | (a) State significant infrastructure application: SSI-6434; | | | | | |
| | (b) Environmental Impact Statement; | | | | | |
| | (c) Preferred Infrastructure Report; and | | | | | |
| | (d) Conditions of this approval. | | | | | |
| A3 | | In the event of an inconsistency between: | Pre-Construction / Construction / Operation | Ferrovial York Joint Venture/ Roads and Maritime | Ongoing | The condition is noted for Stage 1 construction works |
| | (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. | | | | | |
| 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 | Closed | Noted |
| 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 | Closed | Stage 1 Project commenced following DP&E approval of Infrastructure Approval dated 29th June 2015 |
| 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 | Ongoing | Stage 1 project subject to CEMP and Project Plans covering all SSI approval requirements. |
| 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 | Ongoing | Noted. No disputes have arisen during the six-monthly reporting period. |
| 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 | Closed | Stage 2 EIS (SMEC 2015) |
| 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 of the Concept Proposal and subsequent SSI stages. The Strategy shall include, but not be limited to: | Construction | Ferrovial York Joint Venture | Closed | Community Communications Strategy prepared and approved 25 August 2015 (Revised 20 Oct) |
| | (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 of the 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. | | | | |
| 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: | Construction | Ferrovial York Joint Venture | Closed | Incorporated into the Community Communications Strategy for Stage 1 |
| | (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 enquiries 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. | | | | |
| 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 | Closed | Construction Complaints Management System in place for Stage 1 Project |
| 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: | Pre-construction | Ferrovial York Joint Venture | Ongoing | Project website established and implemented for Stage 1 Project |
| | (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 of 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. | | | | |
| Part D - Environmental Performance | | | | | | |

| Ref | Sub Ref. | CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation | Phase | Responsibility (Roads and Maritime/Ferrovial York Joint Venture) | Compliance Status | Status (e.g. Date submitted to DP&E, Approval obtained etc.) |
|--|----------|---|---|---|-------------------|--|
| 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 | Closed | As per SSI application, EIS, Preferred Infrastructure Report and CoA |
| 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 | Closed | Noted |
| A2 | | The Proponent shall carry out the SSI generally in accordance with the State significant infrastructure application SSI 8434; | Pre-Construction / Construction / Operation | Ferrovial York Joint Venture | Ongoing | CEMP for Stage 1 Project works approved by DP&E and issued for construction in Nov 2015. The project is being undertaken in accordance with the Concept Approval documents. |
| | (a) | Environmental Impact Statement; | | | | |
| | (b) | Preferred Infrastructure Report; and | | | | |
| | (c) | Conditions of this approval. | | | | |
| | (d) | | | | | |
| A3 | | In the event of an inconsistency between: | Pre-Construction / Construction / Operation | Ferrovial York Joint Venture | Ongoing | Noted for Stage 1 construction works |
| | (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. | | | | |
| A4 | | The Proponent shall comply with any reasonable requirement(s) of the Secretary arising from the Department's assessment of: | Pre-Construction / Construction / Operation | Ferrovial York Joint Venture | Ongoing | Stage 1 CEMP documentation updated with DP&E comment prior to approval and issue for construction on Nov 2015 |
| | (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. | | | | |
| 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 | Closed | Stage 1 Project commenced following DP&E approval of Infrastructure Approval dated 29th June 2015 |
| 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 | Ongoing | Environment Protection Licence 20673 issued for Stage 1 Project on 19 October 2015. No other licences have been required for Stage 1. |
| 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: | Construction / Operation | Ferrovial York Joint Venture/ Roads and Maritime | Closed | CEMP for Stage 1 Project works approved by DP&E and issued for construction in Nov 2015 |
| | (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 be staged; | | | | |
| | (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. | | | | |
| | | 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). | | | | |
| 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 | Closed | CEMP for Stage 1 Project works approved by DP&E and issued for construction in Nov 2015 |
| 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 | Ongoing | Training and induction for Stage 1 Project as per CEMP and Project Plans |
| 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 | Ongoing | Noted |
| 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: | Construction / Operation | Ferrovial York Joint Venture | Ongoing | The CTP for Stage 1 Project was prepared and submitted to DP&E, and was approved for Stage 1 Project construction. |
| | (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. | | | | |
| 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 | Ongoing | Noted, and has been followed and complied with, in response to incidents arising during Stage 1 construction works (refer Section 5.4). |
| 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 | Ongoing | Noted, and has been followed and complied with, in response to incidents arising during Stage 1 construction works. |
| 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 | Ongoing | Noted, and has been followed and complied with, in response to incidents arising during Stage 1 construction works. |
| 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 | Ongoing | Noted. |
| 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 (RWS, 2005). | Construction | Ferrovial York Joint Venture | Ongoing | Controls for discharge of water is being undertaken in accordance with the EPL and in accordance with the approved Soil and Water Quality Management Sub Plan and Surface Water Quality Monitoring Program (Appendix B) for Stage 1, including Acid Sulphate Soils Management Procedure (Appendix E) |
| 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 | Open | Compliance with this requirement is being undertaken as part of detailed drainage design as per Scope of Works and Technical Requirements |
| 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 | Open | Compliance with this requirement is being undertaken as part of detailed drainage design as per Scope of Works and Technical Requirements |

| Ref | Sub Ref. | CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation | Phase | Responsibility (Roads and Maritime/Ferrovial York Joint Venture) | Compliance Status | Status (e.g. Date submitted to DP&E, Approval obtained etc.) |
|-----|----------|---|---|---|-------------------|---|
| 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 | Open | Following completion of detailed design, information will be supplied to Council and/or NSW State Emergency Service. |
| 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: | Construction | Ferrovial York Joint Venture/ Roads and Maritime | Closed | Surface Water Quality Monitoring Program prepared for Stage 1 works revised by RMS as a Water Management Plan for DP&E approval for ongoing Stage 1 Works and prior to commencement of Stage 2 construction. |
| | (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, FBP, 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 NSW'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. | | | | |
| 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: | Pre-Construction / Construction / Operation | Ferrovial York Joint Venture/ Roads and Maritime | Closed | Surface Water Quality Monitoring Program implemented for Stage 1 works. Incorporated into a Water Management Plan for DP&E approval for ongoing Stage 1 Works and prior to commencement of Stage 2 construction. |
| | (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). | | | | |
| | | The SWQMP is to be prepared in consultation with EPA, NSW 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. | | | | |
| 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, SVEC, 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 | Ongoing | Noted. The Phase 2 Contamination Site Assessment completed during Stage 2 EIS preparation has revised areas which may be subject to a Site Contamination Report targeting AECs which are above investigation levels. Works are being undertaken in accordance with the SWQMP for Stage 1 works including the implementation of Unexpected Discovery of Contaminated Land Procedure (Appendix H) |
| 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 | Ongoing | Stage 1 works are being undertaken in accordance with approved Construction Heritage Management Sub Plan issued for construction (Nov 2015) |
| 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 CEH. | Pre-Construction / Construction / Operation | Ferrovial York Joint Venture/ Roads and Maritime | Ongoing | Stage 1 works are being undertaken in accordance with approved Construction Heritage Management Sub Plan issued for construction (Nov 2015). No impact to Trefoil Creek 1 and Trefoil Creek 2 |
| 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 | Closed | Stage 1 works are being undertaken in accordance with approved Construction Heritage Management Sub Plan issued for construction (Nov 2015) |
| 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 | Ongoing | Noted and actioned in accordance with the Stage 1 Traffic and Access Management Plan |
| 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 | Closed | Compliance with this requirement is being undertaken as part of detailed design as per Scope of Works and Technical Requirements |

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|-----|----------|---|---|---|----------------------|---|
| 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 | Open | Compliance with this requirement is being undertaken as part of detailed design as per Scope of Works and Technical Requirements |
| 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. | Detailed Design | Ferrovial York Joint Venture/ Roads and Maritime | Open | Compliance with this requirement is being undertaken as part of detailed design as per Scope of Works and Technical Requirements. There was no loss of parking for either area during the reporting period. |
| 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: | Detailed Design | Ferrovial York Joint Venture/ Roads and Maritime | Open | Compliance with this requirement is being undertaken as part of detailed design as per Scope of Works and Technical Requirements |
| | (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. | | | | |
| 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 | Closed | Audit completed for Stage 1 in March 2016. Road safety audits of the design was undertaken as part of the detail design packages. |
| 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 | Ongoing | Stage 1 in accordance with approved Construction Flora and Fauna Management Sub Plan issued for construction (Nov 2015) |
| 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 | Open | Compliance with this requirement is being undertaken as part of detailed design as per Scope of Works and Technical Requirements |
| 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 CEH, and shall include but not necessarily be limited to: | Construction | Ferrovial York Joint Venture | Closed | Stage 1 in accordance with approved Construction Flora and Fauna Management Sub Plan issued for construction (Nov 2015) |
| | (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 threatened 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 CEH, 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 CEH, 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. | | | | |
| 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 | Ongoing | Stage 1 construction works have been undertaken in accordance with Construction Waste and Energy Management Sub Plan issued for construction (Nov 2015) |
| 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 | Ongoing | Stage 1 construction works have been undertaken in accordance with Construction Waste and Energy Management Sub Plan issued for construction (Nov 2015) |
| 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 | Ongoing | Stage 1 construction works have been undertaken in accordance with Construction Waste and Energy Management Sub Plan issued for construction (Nov 2015) |
| 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 | Ongoing | Stage 1 construction works have been undertaken in accordance with Construction Waste and Energy Management Sub Plan issued for construction (Nov 2015) |
| 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 | Ongoing | Stage 1 works have been undertaken as per FYJV Project Plans in compliance with Scope of Works and Technical Requirements and are meeting these requirements in agreements with the respective utility providers. |
| 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 | Ongoing | Stage 1 works have been undertaken as per FYJV Project Plans in compliance with Scope of Works and Technical Requirements and are meeting these requirements in agreements with the respective utility providers. |
| 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 | Ongoing | Stage 1 works have been undertaken as per FYJV Project Plans in compliance with Scope of Works and Technical Requirements and are meeting these requirements in agreements with the respective utility providers. |
| 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 | Open | Stage 1 works as per FYJV Urban Design and Landscape Plan in compliance with Scope of Works and Technical Requirements and in consultation with Council. |
| 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 | Closed | Stage 1 works as per FYJV Urban Design and Landscape Plan in compliance with Scope of Works and Technical Requirements in meeting this requirement. |

| Ref | Sub Ref. | CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation | Phase | Responsibility (Roads and Maritime/Ferrovial York Joint Venture) | Compliance Status | Status (e.g. Date submitted to DP&E, Approval obtained etc.) |
|---|----------|--|---|---|-------------------|--|
| 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: | Pre-construction | Ferrovial York Joint Venture | Closed | Document has been developed and has been submitted pending outcomes of consultation. |
| | (a) | identification of design objectives, principles and standards based on: | | | | |
| | (v) | local environmental values | | | | |
| | (vi) | urban design context | | | | |
| | (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 B2b; | | | | |
| | (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 the SSI, the Proponent shall in consultation with affected receivers, identify opportunities for providing at-receiver landscaping to further screen views of the SSI. Where agreed to with the landowner, these measures shall be implemented during the construction of the SSI; | | | | |
| | (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 | | | | |
| 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 | Ongoing | Noted and monitored in accordance with the Community Communication Management Strategy |
| 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 | Ongoing | Lighting as per construction plans and Scope of Works and Technical Requirements in meeting this requirement. |
| 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 Environmental Representative(s) shall: | Pre-Construction / Construction / Operation | Roads and Maritime Services | Closed | Environmental Representative (Ashley Robinson of GHD Pty Ltd) appointed and functioning for Stage 1 |
| | (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 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. | | | | |
| 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 | Ongoing | Monthly reports are being prepared in accordance with this requirement. |
| C3 | | Soil and water management measures consistent with Managing Urban Stormwater - Solis 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 | Ongoing | Erosion and sediment control requirements are incorporated and implemented as part of the approved Soil and Water Quality Management Sub Plan for Stage 1. |
| 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 | Ongoing | Water contained within the main site compound is being used for dust suppression activity where practical. Additional opportunities will be considered in meeting this requirement where practical. |
| C5 | | Except as permitted by an EPL, construction activities associated with the SSI shall be undertaken during the following standard construction hours: | Construction | Ferrovial York Joint Venture | Ongoing | Stage 1 works are being conducted in compliance with approved Construction Noise and Vibration Management Sub Plan and Environment Protection Licence 20673 implemented for Stage 1. |
| | (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. | | | | |
| 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: | Construction | Ferrovial York Joint Venture | Ongoing | Stage 1 works are being conducted in compliance with these requirements as per the approved Construction Noise and Vibration Management Sub Plan and Environment Protection Licence 20673 implemented for Stage 1. |
| | (a) | between the hours of 8:00 am to 6:00 pm Monday to Friday; | | | | |
| | (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. | | | | |
| 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 | Ongoing | Stage 1 works are being conducted in compliance with this requirement as per the approved Construction Noise and Vibration Management Sub Plan and Environment Protection Licence 20673 implemented for Stage 1. |
| C8 | | Notwithstanding conditions C5 and C6 construction works outside of the standard construction hours may be undertaken in the following circumstances: | Construction | Ferrovial York Joint Venture | Ongoing | Stage 1 works are being conducted in compliance with these requirements as per the approved Construction Noise and Vibration Management Sub Plan and Environment Protection Licence 20673 implemented for Stage 1. |
| | (a) | construction works that generate: | | | | |
| | (i) | L _{Aeq} (15 minute) noise levels no more than 5 dB(A) above rating background level at any residence in accordance with the Interim Construction Noise Guidelines (Department of Environment and Climate Change, 2009); and | | | | |

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| | (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. | | | | |
| 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 C29(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 | Ongoing | These requirements are incorporated into the approved Construction Noise and Vibration Management Sub Plan and is being considered in construction planning and noise modelling and compliance monitoring during Stage 1 construction works. |
| C10 | | The SSI shall be constructed with the aim of achieving the following construction vibration goals: | Construction | Ferrovial York Joint Venture | Ongoing | These requirements are incorporated into the approved Construction Noise and Vibration Management Sub Plan with vibration goals targeted as part of construction planning during Stage 1 construction works. Vibration has not been a significant aspect of construction works to date. |
| | (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 7385-1:1999 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). | | | | |
| 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 | Ongoing | The main operational noise measure for the project is in regards to the noise wall which will form part of early construction works during Stage 2. |
| 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 timetable 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 | Ongoing | Requirement implemented in accordance with Construction Noise and Vibration Management Sub Plan and Community Communications Strategy |
| C13 | | No blasting shall be undertaken unless reviewed and approved by the secretary in consultation with the EPA | Construction | Ferrovial York Joint Venture | Closed | No blasting proposed for Stage 1 works in accordance with Construction Noise and Vibration Management Sub Plan |
| 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 | Ongoing | Requirement implemented in accordance with Construction Air Quality Management Sub Plan, forming part of regular inspection monitoring and fixed dust deposition monitors located within the Project area. Dust complaints have been addressed through a review and improvement of management measures. |
| 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 | Ongoing | Requirement implemented in accordance with approved Construction Traffic and Access Management Sub Plan |
| 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 | Closed | Requirement implemented in accordance with approved Construction Traffic and Access Management Sub Plan with a Traffic Control Plan prepared for the main site compound. |
| C17 | | Safe pedestrian and cyclist access through or around work sites 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 | Ongoing | Requirement implemented in accordance with approved Construction Traffic and Access Management Sub Plan and Traffic Control Plans for each discrete construction work site. A new pedestrian footpath was constructed along Kairingal Crescent to provide access around construction works between the Forest Way pedestrian overbridge and Fitzpatrick Ave East work sites. |
| C18 | | Construction vehicles (including staff vehicles) associated with the SSI shall be managed to: | Construction | Ferrovial York Joint Venture | Ongoing | Requirement implemented in accordance with approved Construction Traffic and Access Management Sub Plan, Traffic Control Plans and Vehicle Management Plans for construction work sites. |
| | (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). | | | | |
| 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 reinstatement 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 to the commencement of construction. | Construction | Ferrovial York Joint Venture | Closed | Requirement implemented and completed in accordance with approved Construction Traffic and Access Management Sub Plan |
| 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: | Construction / Operation | Roads and Maritime Services | Ongoing | Biodiversity Offset Package being prepared in accordance with these requirements. |
| | (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 transaction) locations; | | | | |
| | ii. | the methodology for the monitoring program(s), including the number and location of offset monitoring sites, and the sampling frequency at these sites; | | | | |
| | iii. | provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the OEH; and | | | | |
| | iv. | timing and responsibilities for the implementation of the provisions of the Package. | | | | |

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| | | 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 may be deferred should approval for Stage 2 of the Concept Proposal be given within 12 months of the date of this approval. | | | | |
| 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 | Ferrovia York Joint Venture | Ongoing | Dangerous goods being stored in accordance with the construction Soil and Water Quality Management Sub Plan, Waste and Energy Management Sub Plan and EWMS and Project WHS Management Plan and procedures. |
| 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 | Ferrovia York Joint Venture | Ongoing | Boundary screening being undertaken to satisfactorily meet this requirement. Requirement incorporated as part of site establishment of the main site compound. |
| C23 | | The location of the ancillary facilities shall be identified in the Construction Environment Management Plan required under condition C27. | Construction | Ferrovia York Joint Venture | Ongoing | Locations of the ancillary facilities including the main site compound was included in the approved Stage 1 Construction Compound and Ancillary Facilities Management Sub Plan |
| 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 | Ferrovia York Joint Venture | Ongoing | Locations of the ancillary facilities including the main site compound were evaluated in accordance with these criteria and included in the approved Stage 1 Construction Compound and Ancillary Facilities Management Sub Plan. No new ancillary facilities were requested for approval during the reporting period |
| 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 | Ferrovia York Joint Venture | Open | Noted within approved Stage 1 Construction Compound and Ancillary Facilities Management Sub Plan |
| 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 C28 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 Environment Management Plan for the project. | Construction | Ferrovia York Joint Venture | Ongoing | Noted within approved Stage 1 Construction Compound and Ancillary Facilities Management Sub Plan. No minor ancillary facilities were requested for ER assessment during the reporting period |
| 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 NSW 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 NHF 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 for 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. 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 Environment Management Plan and the conditions of this SSI approval, the requirements of this SSI approval shall prevail. | Construction | Ferrovia York Joint Venture | Closed | The Stage 1 CEMP was prepared and consultation completed in accordance with these requirements prior to DP&E approval and issue for construction in Nov 2015. |
| C28 (a) | | As part of the CEMP for the SSI, the Proponent shall prepare and implement (following approval): (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 NSW 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 C24. Where proposed facilities do not meet those criteria, the assessment must justify and (where relevant) quantify potential impacts of the facility. | Construction Construction | Ferrovia York Joint Venture Ferrovia York Joint Venture | Closed Closed | As per CEMP Sub Plans below Implementation of approved Stage 1 Construction Compound and Ancillary Facilities Management Sub Plan (Appendix B8 of CEMP) |

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| C28 (b) | (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; | Construction | Ferrovial York Joint Venture | Closed | Implementation of approved Stage 1 Construction Noise and Vibration Management Sub Plan (Appendix B3 of CEMP) |
| | (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. | | | | |
| | (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); | | | | |
| C28 (c) | (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 depladation 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); | Construction | Ferrovial York Joint Venture | Closed | Implementation of approved Stage 1 Traffic and Access Management Sub Plan (Appendix B1 of CEMP) |
| | (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. | | | | |
| | (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; | | | | |
| C28 (d) | (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; | Construction | Ferrovial York Joint Venture | Closed | Implementation of approved Stage 1 Construction Soil and Water Quality Management Sub Plan (Appendix B4 of the CEMP) |
| | (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. | | | | |
| | (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 NSW and the Council and include, but not necessarily be limited to: | | | | |
| C28 (e) | (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; | Construction | Ferrovial York Joint Venture | Closed | Implementation of approved Stage 1 Construction Heritage Management Sub Plan (Appendix B5 of the CEMP) |
| | (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. | | | | |
| (e) | 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. | | | | | |
| 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: | Construction | Ferrovial York Joint Venture | Closed | Implementation of approved Stage 1 Construction Heritage Management Sub Plan (Appendix B5 of the CEMP) |
| | (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. | | | | | |

| Ref | Sub Ref. | CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation | Phase | Responsibility (Roads and Maritime/Ferrovial York Joint Venture) | Compliance Status | Status (e.g. Date submitted to DP&E, Approval obtained etc.) |
|--|----------|---|---|---|-------------------|--|
| 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: | Construction | Ferrovial York Joint Venture | Closed | Implementation of approved Stage 1 Construction Flora and Fauna Management Sub Plan (Appendix B2 of the CEMP) |
| | (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 <i>Batrachochytrium dendrobatidis</i> , <i>Phytophthora cinnamomi</i> 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 mechanism for the monitoring, review and amendment of the plan | | | | |
| | (vii) | | | | | |
| 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 | Ongoing | Detailed design is proceeding in accordance with this requirement. |
| D2 | | Tackle noise from traffic signals shall be managed in accordance with the Roads and Maritime Management framework identified in Northern Beaches Hospital Road Connectivity and Network Enhancements Stage 1 and Concept Proposal Noise and Vibration Submissions Report, SLR, March 2015. | Operation | Ferrovial York Joint Venture/ Roads and Maritime | Ongoing | Tackle noise will be considered in detailed design. |
| 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: | Detailed Design | Ferrovial York Joint Venture/ Roads and Maritime | Ongoing | Draft Operational Noise Review Report has been prepared and will be submitted for review in accordance (outside of the reporting period) in accordance with these requirements |
| | (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 NSW Road Noise 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. | | | | |
| | (e) | 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 5962). | | | | |
| 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 | Open | To be proceeded following approval of the Operational Noise Review Report |
| 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 | Open | To be actioned |
| 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: | Operation | Ferrovial York Joint Venture/ Roads and Maritime | Open | To be actioned |
| | (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) | 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, 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. | | | | |
| 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: | Operation | Ferrovial York Joint Venture/ Roads and Maritime | Open | To be actioned |
| | (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) | that 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. | | | | |
| 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 | Open | Noted for action |

| Ref | Sub Ref. | CONCEPT PROPOSAL AND STAGE 1 CONDITIONS OF APPROVAL Commitment/Obligation | Phase | Responsibility (Roads and Maritime/Ferrovial York Joint Venture) | Compliance Status | Status (e.g. Date submitted to DP&E, Approval obtained etc.) |
|-----|----------|---|-----------|---|----------------------|---|
| 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 | Open | Noted for action |

| Impact | CONCEPT APPROVAL, STAGE 1 PROJECT and STAGE 2 PROJECT Commitment/Obligation | Phase | Responsibility (Roads and Maritime/ Ferrovial York Joint Venture) | Compliance Status | Status (e.g. Date submitted to DP&E, Approval obtained etc.) |
|---|--|------------------|---|----------------------|--|
| Revised Safeguards and Management Measures - Traffic and Transport | | | | | |
| Concept Approval | | | | | |
| Construction Traffic Impacts | <p>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.</p> <p>Detailed construction staging would inform each stage of the Concept Proposal.</p> <p>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.</p> <p>Priority would be given to the use of the arterial road network for construction vehicle access routes.</p> <p>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</p> <p>Council would be consulted with regard to maintaining safe vehicle passage along Frenchs Forest Road during construction.</p> | Construction | Ferrovial York Joint Venture | Closed | Stage 1 Construction Traffic and Access Management Sub Plan approved by DP&E and issued for construction (Nov 15). Stage 2 requirements incorporated into revised TAMP submitted for DP&E approval. |
| Cumulative Construction Traffic Impacts | <p>Consultation would be undertaken with Health Infrastructure to coordinate scheduling of construction activities and deliveries.</p> <p>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.</p> | Construction | Roads and Maritime | Ongoing | RSMM incorporated into Stage 1 TAMP approved by DP&E (refer to Table 7-1 TAMP56 and TAMP57). Consultation undertaken as part of interface meetings with Healthscope contractor. RSMM incorporated into Stage 2 |
| 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 / Roads and Maritime | Ongoing | RSMM incorporated into Stage 1 TAMP approved by DP&E (refer to Table 7-1 TAMP25). RSMM incorporated into Stage 2 revised TAMP for DP&E approval. Property owners are being consulted in accordance with Community Communications Strategy. |
| Road and footpath cross falls | Council's requirements would be included as design parameters/ objectives for detailed design. | Detailed Design | Ferrovial York Joint Venture / Roads and | Ongoing | Being considered in detailed design. |
| Street lighting | The cost for any required upgrading of street lighting would be met by Roads and Maritime | Pre-construction | Ferrovial York Joint Venture / Roads and | Ongoing | Noted for action as required. |
| 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 | Ferrovial York Joint Venture / Roads and Maritime | Ongoing | RSMM incorporated into Stage 1 TAMP approved by DP&E (refer to Table 7-1 TAMP24). Traffic and safety monitoring conducted during Stage 1 works. RSMM incorporated into Stage 2 revised TAMP for |
| 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 | Ferrovial York Joint Venture / Roads and | Ongoing | Being considered in detailed design. |
| 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 | Detailed Design | Ferrovial York Joint Venture / Roads and | Ongoing | Being considered in detailed design. |

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| | Roads and Maritime would consider provision of a pedestrian refuge in Russell Avenue and changes to the kerb returns to slow traffic turning left. | | Maritime | | |
| | 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. | | | | |
| 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. | Detailed Design | Ferrovial York Joint Venture / Roads and Maritime | Ongoing | Being considered in detailed design. |
| | 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. | | | | |
| 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 | Ferrovial York Joint Venture / Roads and Maritime | Ongoing | Being considered in detailed design. |
| Signage | Development and finalisation of the wayfinding strategy would include consultation with Council. | Detailed Design | Ferrovial York Joint Venture / Roads and Maritime | Ongoing | Being considered in detailed design. |
| | Development of the strategy would address all relevant issues including number of signs, and types and locations of directional signage for all road users. | | | | |
| Access to Skyline Shops | For vehicles wishing to access the Skyline Shops, compensatory parking would be provided along Frenchs Forest Road East | Pre-construction | Ferrovial York Joint Venture / Roads and Maritime | Open | Noted for action as required. |
| | Signage would be provided to inform drivers of the access restrictions on Patanga Road. | | | | |
| | Patanga Road traffic would be monitored post completion of the project and any additional traffic management required along Patanga Road would be considered in consultation with the Council. | Operation | Roads and Maritime | | |
| 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. | Pre-construction | Roads and Maritime Services | Open | Noted for action as required. |
| | Should this identify a continued performance issue, further investigation would be carried out with regard to work that could be implemented (as a separate project) that would improve traffic flow. | | | | |
| Stage 1 Project | | | | | |
| Construction Traffic Impacts | A construction traffic management plan would be developed and implemented as part of the Stage 1 Project. The construction traffic management plan would focus on maintaining general traffic flow and specifying appropriate site accesses and construction traffic routes. It would include: – Traffic Control Plans showing the access arrangements and the details of required signs and devices. – Pedestrian and Cyclist Management Plans. – Consultation strategy for access requirements to adjacent properties including The Forest High School and Frenchs Forest Police Station. – Hours of operation, including prohibitions on queuing outside sites prior to commencement of work. – Road safety audit requirements. – Any localised improvements/adjustments to existing traffic management arrangements. | Pre-Construction / Construction | Ferrovial York Joint Venture | Closed | Stage 1 Construction Traffic and Access Management Sub Plan approved by DP&E and issued for construction (Nov 15). Traffic movements controlled as part of Traffic Control Plans and Vehicle Management Plans for construction works aimed to meet these requirements. |
| | Preparation of the plan would include consultation with Health Infrastructure to accommodate, where reasonable and feasible, construction traffic issues associated with hospital construction. | | | | |
| | Subject to safety reasons and other environmental impacts (e.g. noise), construction traffic movements would be limited to off-peak periods, with peak period construction staggered to minimise construction traffic during these periods. | | | | |
| | Priority would be given to the use of the arterial road network for construction vehicle access routes. | | | | |
| Cumulative Construction | Consultation would be undertaken with Health Infrastructure to coordinate scheduling of construction activities and deliveries. | Pre-Construction / | Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 TAMP approved by DP&E (refer to TAMP section 4). |

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| Traffic Impacts | 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 | | | Consultation undertaken as part of interface meetings. |
| 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 | Ferrovia York Joint Venture | Ongoing | RSMM incorporated into Stage 1 TAMP approved by DP&E (refer to Table 7-1 TAMP25). Traffic Control Plans to be prepared. Property owners are being consulted in accordance with Community Communications |
| 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. | Construction | Ferrovia York Joint Venture | Ongoing | Requirement met within the Stage 1 CCAFMP and Traffic Control Plan. RSMM also addressed in Stage 1 CEMP Sub Plans: TAMP (Appendix B1), FFMP (Appendix B2) and SWMP (Appendix B4) |
| | 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. | | | | |
| 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 | Roads and Maritime Services | Open | Noted for action as required. |
| | 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 | Detailed Design | | Open | Noted for action in detailed design as required. |
| | 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. | | | | |

Revised Safeguards and Management Measures - Noise and Vibration

Concept Proposal

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|--|--|---------------------------------|-----------------------------|---------|--|
| 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 | Ferrovia York Joint Venture | Closed | Stage 1 Construction Noise and Vibration Management Sub Plan approved by DP&E and issued for construction (Nov 15). Stage 2 requirements incorporated into revised NVMP submitted for DP&E approval. |
| Operational road traffic | 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 | Closed | Stage 2 EIS completed |
| 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 / | Roads and Maritime Services | Ongoing | Consultation ongoing with the Forest High School Working Group |

Stage 1 Project

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|--|---|--------------|------------------------------|---------|--|
| 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: <ul style="list-style-type: none"> – Noise and vibration monitoring and reporting requirements – A map showing the locations of all sensitive receivers – Specific mitigation treatments, management methods and procedures to be implemented to control noise and vibration during construction – Construction timetabling to minimise noise impacts including time and duration restrictions, respite periods and frequency – Procedures for notifying residents, business owners, schools and other sensitive receivers of construction activities likely to affect their amenity through noise and vibration – Contingency procedures to be implemented in the event of non-compliances and/or noise complaints. | Construction | Ferrovial York Joint Venture | Closed | Stage 1 NVMP approved by DP&E and issued for construction (Nov 15) and implemented for construction. |
| Construction Hours | Where reasonable and feasible, works would be undertaken within ICNG recommended working hours. Where works are required to be undertaken outside of recommended working hours, all appropriate approvals would be obtained prior to works, and all affected receivers would be notified of all relevant details relating to the works. | Construction | Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 NVMP refer to Table 8-2 NVMM5 and NVMM6. NVMP implemented for construction including Out Of Hours Work protocol which is being implemented for construction. |
| Construction Vibration | Where reasonable and feasible, use lower vibration generating items of excavation plant and equipment e.g. smaller capacity rock breaker hammers. Use dampened rock breakers and/or 'city' rock breakers to minimise the impacts associated with rock breaking works. If vibration-intensive works are required within the safe working distances, vibration monitoring or attended vibration trials would be undertaken to ensure that levels remain below the cosmetic damage criterion. Building condition surveys would be completed both before and after the works to identify the existing condition and any damage due to the Stage 1 Project works. | Construction | Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 NVMP refer to Table 8-2 NVMM23, NVMM24, NVMM25, NVMM26. Building surveys completed. Vibration assessments undertaken as required. |
| Impacts on sensitive receivers | Local residents would be advised of hours of operation (including out of hours works) and duration of works, and supplied with a contact name and number for queries and complaints regarding noise and vibration matters. Complaints received are to be recorded and attended to promptly in accordance with the Roads and Maritime Draft Community Consultation Framework. | Construction | Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 NVMP refer to Table 8-2 NVMM27, NVMM28. Community Communication Strategy includes notification requirements and complaint management process which is being implemented for |
| Operational road traffic noise | Noise mitigation in the form of acoustic treatment of existing individual dwellings will be considered, where feasible and reasonable at receivers that exceed the RNP noise criteria. Consideration of the feasible and reasonable noise management strategies presented in Section 8.5.2 would be undertaken during detailed design, and appropriate noise management measures implemented for the operation phase. Within 12 months of the commencement of operation of the project an operational noise review will be undertaken. This will include: <ul style="list-style-type: none"> – Monitoring to compare actual noise performance of the project against predicted noise performance – An assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of all feasible and reasonable mitigation measures – Identification of any additional feasible and reasonable measures that will be implemented with the objective of meeting the criteria in the NSW Road Noise Policy (EPA 2011), when these measures will be implemented and how their effectiveness will be measured and reported. | Construction | Roads and Maritime Services | Ongoing | Requirement noted for action |
| | | Operation | | Open | Requirement noted for action. |

Revised Safeguards and Management Measures - Biodiversity

Concept Proposal

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| 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. | Construction | Ferrovia York Joint Venture | Closed | Stage 1 construction Flora and Fauna Management Sub Plan approved by DP&E and issued for construction (Nov 15). Stage 2 requirements incorporated into revised FFMP submitted for DP&E approval. | |
| | Operational impacts would be offset through the biodiversity offset strategy developed for the Concept Proposal. | Pre-construction | Roads and Maritime Services | Open | Biodiversity Offset program being prepared. | |
| | The biodiversity assessment would be updated for the Stage 2 Project and would incorporate additional information developed subsequent to the assessment for the Concept Proposal and Stage 1 Project. | | | | | |
| Loss of DFEC and threatened species habitat | Establish 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 | Ferrovia York Joint Venture | Ongoing | RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF5 and implemented during Stage 1 works. | |
| 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 | Ferrovia York Joint Venture | Ongoing | | |
| Threats to threatened species habitat | Implement sediment and erosion controls in accordance with the Blue Book (Landcom 2004) during construction. | Construction | Ferrovia York Joint Venture | Ongoing | RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF8. Erosion and Sediment controls prepared in accordance with Blue Book in compliance with construction SWQMP (Example of progressive erosion and sediment | |
| | 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. | Pre-construction | Roads and Maritime Services | Ongoing | | RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF11. Requirement being progressed as part of detailed design. |
| | 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. | Pre-Construction / Construction | Ferrovia York Joint Venture | Ongoing | RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF9. Nest box program has been implemented for Stage 1 works. | |
| | 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. | Detailed Design | Ferrovia York Joint Venture | Ongoing | | Potential mitigation of impacts being considered as part of detailed design. Controls noted for action if required. |
| | 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 | | | | | |
| 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. | Detailed Design | Ferrovia York Joint Venture | Ongoing | Potential mitigation of impacts being considered as part of detailed design. | |
| | 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 | Ferrovia York Joint Venture/ Roads and Maritime | Ongoing | Options in consideration during detailed design in context with appropriate connectivity crossings. | |
| | Prioritise investigation of offset sites that contribute to maintenance of wildlife connectivity in the local area. | | | Ongoing | Requirement in consideration as part of Biodiversity Offset | |

Stage 1 Project

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| 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 | Closed | Stage 1 construction Flora and Fauna Management Sub Plan approved by DP&E and issued for construction (Nov 15). |
| 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 | Ongoing | RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF5, FF6 and implemented for Stage 1 works. |
| | 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 | Open | Potential mitigation of impacts being considered as part of detailed design. |
| 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 | Ongoing | RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF8. Erosion and Sediment controls prepared in accordance with Blue Book in a compliance with construction SWQMP (Example of progressive erosion and sediment RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF9. Nest box program has been implemented for Stage 1 works.. |
| | 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 | Ongoing | RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF11. Requirement being progressed as part of detailed design. |
| 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 / | Ferrovial York Joint Venture/ Roads and | Ongoing | RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF12 and implemented during Stage 1 works |
| 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 | Ongoing | RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF18, FF19. Mapping of potential pathogens including with Pathogen and Weed Management Strategy. |
| | 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 / | Roads and Maritime Services | Ongoing | Being incorporated as part of Biodiversity Offset program |
| | 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 | Ongoing | Potential mitigation of impacts being considered as part of detailed design. Revegetation to be consistent with Biodiversity Guidelines in the Urban Design and Landscape Plan |
| | 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 | Open | Revegetation to be undertaken in accordance with approved Urban Design and Landscape |
| Impact on native fauna and their | 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 / | Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 FFMP refer to Table 7-1 FF23 to FF31 and is implemented for |

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| habitat | Restrict use of pesticides to control weeds during and post-construction, particularly near watercourses and immediately before/during wet weather. | Construction | | | Stage 1 works. Preclearing surveys completed for Stage 1. Clearing undertaken in accordance with clearing and grubbing method statements incorporating actions for habitat removal, bush rock and hollows recovery, and controls on potential pollution pathways. Pathogen and Weed Management Plan implemented to mitigate impacts. |
| | 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). | | | | |

Revised Safeguards and Management Measures - Socio-economic, land use and property

Concept Proposal

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| 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 | Ongoing | To be undertaken as required during Stage 1 and Stage 2 |
| | 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 | Closed | To be considered in Stage 2 detailed design. |
| | 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 | Ongoing | RSMM incorporated into Stage 1 Traffic and Access Management Plan (TAMP) approved by DP&E (refer to Table 7-1 TAMP25 and TAMP26). RSMM incorporated into Stage 2 |
| 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 | Ongoing | RSMM incorporated into TAMP section 8.3. Communications on traffic management undertaken in accordance with Community Communications Strategy. |
| 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 | Ongoing | RSMM incorporated into Community Communications Strategy |
| 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. | Pre-Construction / Construction | Roads and Maritime Services | Ongoing | Consultation with Council ongoing as detailed design progresses |
| | 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 . | | | | |

Stage 1 Project

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| 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 | Ongoing | RSMM incorporated into Community Communications Strategy with consultation being undertaken with land owners and |
| | 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 | Ongoing | RSMM incorporated into TAMP Table 7-1 TAMP25, with consultation ongoing with businesses on temporary access arrangements. |

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| | 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 | Ferrovia York Joint Venture/ Roads and | Ongoing | Options being considered as required during detailed design. |
| 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 | Ongoing | To be undertaken as required during Stage 1 and Stage 2 |
| 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 | Ferrovia York Joint Venture/ Roads and Maritime | Ongoing | RSMM incorporated into Community Communications Strategy with communications with local community being undertaken, and updates on RMS Project website |
| | 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 | Ferrovia York Joint Venture/ Roads and | Ongoing | Being considered as required during detailed design. |
| | 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 | Ferrovia York Joint Venture | Ongoing | Urban Design and Landscape Plan in accordance with Scope of Works and Technical Criteria and detailed design. |
| 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 | Ferrovia York Joint Venture/ Roads and | Ongoing | RSMM incorporated into Community Communications Strategy with consultation being undertaken with community stakeholders. |
| | 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 | Ferrovia York Joint Venture/ Roads and Maritime | Ongoing | RSMM incorporated into TAMP and Community Communications Strategy and has been implemented during construction |
| 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 | Ferrovia York Joint Venture | Ongoing | RSMM incorporated into Stage 1 Traffic and Access Management Plan (TAMP) approved by DP&E with Traffic Control Plans issued for construction work sites. |
| Community Severance and Cohesion | Ensure existing pedestrian and cyclist networks are maintained or provide alternate arrangements where needed. | Construction | Ferrovia York Joint Venture | Ongoing | RSMM incorporated into Stage 1 Traffic and Access Management Plan (TAMP) approved by DP&E with Traffic Control Plans issued for construction work sites. |
| 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 | Ferrovia York Joint Venture/ Roads and Maritime | Ongoing | RSMM incorporated into Community Communications Strategy with communications with local community being undertaken, and updates on RMS Project website |

Revised Safeguards and Management Measures - Landscape character and visual impact

Stage 1 Project

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| 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 | Ferrovia York Joint Venture | Closed | Urban Design and Landscape Plan will be implemented in accordance with Scope of Works and Technical Criteria and detailed |
| Construction Visual Impacts | The visual impact of construction site compound on adjacent residential areas will be minimised through the careful planning and positioning of temporary offices, other plant and material laydown areas, and specific management of lighting and potential for light spill within the identified construction site compound. | Construction | Ferrovia York Joint Venture | Ongoing | RSMM incorporated into Stage 1 Construction Compound and Ancillary Facilities Management Sub Plan approved by DP&E with environmental controls implemented for site specific environmental work method statement. |
| | 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. | | | | |

Revised Safeguards and Management Measures - Aboriginal Heritage

Concept Proposal and Stage 1 Project

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| 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 | Closed | Areas avoided - RSMM incorporated into revised Heritage Management Sub Plan submitted to DP&E for approval |
| 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 | Closed | Areas avoided - RSMM incorporated into revised Heritage Management Sub Plan submitted to DP&E for approval |
| 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 | Ongoing | RSMM incorporated into Stage 1 Heritage Management Sub Plan approved by DP&E (refer to Table 7-1 HMP12 and HMP13) |
| 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 | Ongoing | RSMM incorporated into Stage 1 Heritage Management Sub Plan approved by DP&E (refer to Table 7-1 HMP14). Aboriginal Cultural Awareness training conducted for Stage 1 construction teams, with further heritage |

Revised Safeguards and Management Measures - Non Aboriginal Heritage

Stage 1 Project

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| 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 | Closed | Stage 1 Heritage Management Sub Plan approved by DP&E |
| | 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 | Ongoing | RSMM incorporated into Stage 1 Heritage Management Sub Plan approved by DP&E (refer to Table 7-1 HMP1). Heritage training incorporated and delivered in induction training |
| Pear Tree, Former Holland's Orchard Trees | Excavations required in proximity to retained trees which may impact the critical root zone are to be undertaken in consultation with a suitably qualified and experienced arborist to ensure roots are not damaged in a way that could detrimentally affect tree health. Prior to works that will impact the pear tree a suitably qualified and experienced arborist would examine the tree to determine if relocation is a viable option. If relocation is not viable, propagation will be undertaken. Warringah Council and the Department of Education and Training will be consulted regarding a receiving site for the relocated or propagated tree. Archival recording of the pear tree will precede relocation or propagation. | Construction | Ferrovial York Joint Venture | Ongoing | RSMM incorporated into Stage 1 Heritage Management Sub Plan approved by DP&E (refer to Table 7-1 HMP9). Archival recording and tree cuttings have been undertaken for future propagation, prior to scheduled removal of tree. |
| 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 | Ongoing | RSMM incorporated into Stage 1 Heritage Management Sub Plan approved by DP&E (refer to Table 7-1 HMP20) |

Revised Safeguards and Management Measures - Air Quality

Concept Proposal

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| 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 | Closed | Construction Air Quality Management Sub Plan prepared as part of the CEMP for Stage 1 and Stage 2 |
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Stage 1 Project

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| General air quality impacts | <p>An Air Quality Management Plan will be prepared to detail air quality control measures and procedures to be undertaken during construction, including:</p> <ul style="list-style-type: none"> – 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. <p>The Air Quality Management Plan would include safeguards and management measures including, but not limited to:</p> <ul style="list-style-type: none"> – 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 | Closed | <p>Construction Air Quality Management Sub Plan prepared prior to Stage 1 construction as part of the CEMP (Appendix B6).</p> <p>Safeguards and management measures incorporated into Table 7-1 of the AQMP</p> |
| Impacts on local air quality during construction | <p>Areas of exposed surfaces are to be minimised through construction site planning and programming, to reduce the area of potential construction dust emission sources.</p> <p>Control measures, such as compaction stabilisation or covering would be implemented in order to minimise dust from stockpile sites.</p> <p>Dust suppression measures, such as the use of water carts or soil binders, would be used in any unsealed surfaces and other exposed areas.</p> <p>All trucks would be covered when transporting materials to and from the site.</p> <p>Construction activities that would generate dust would be avoided or modified during high wind periods.</p> <p>Work activities would be reviewed if the dust suppression measures are not adequately restricting dust generation.</p> <p>Rehabilitation of completed sections would be progressively undertaken.</p> | Construction | Ferrovial York Joint Venture | Ongoing | <p>RSMM requirements incorporated into management measures within Table 7-1 of the AQMP. Dust monitoring and inspections, and dust suppression measures have been conducted and are progressing as part of Stage 1 construction works.</p> |
| Exhaust emissions | <p>Construction plant and equipment would be maintained in good working condition in order to limit impacts on air quality.</p> <p>Where practicable, vehicles will be fitted with pollution reduction devices.</p> | Construction | Ferrovial York Joint Venture | Ongoing | <p>RSMM requirements incorporated into management measures within Table 7-1 of the AQMP. Equipment maintenance monitored as</p> |
| Revised Safeguards and Management Measures - Geology, Soils and Contamination | | | | | |
| Concept Proposal | | | | | |
| Managing Impacts on soil in general | <p>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).</p> | Construction | Ferrovial York Joint Venture | Closed | <p>Stage 1 construction Soil and Water Quality Sub Plan approved by DP&E and issued for construction (Nov 15). Stage 2 requirements incorporated into revised SWMP submitted for</p> |
| Warringah Road 'slot cut face may be susceptible to erosion and slope stability | <p>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.</p> | Pre-construction | Roads and Maritime Services | Open | <p>Requirements being considered for Stage 2 detailed design.</p> |
| Impact to contaminated land | <p>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.</p> | Construction | Roads and Maritime Services | Closed | <p>Completed as part of Stage 2 EIS. Outcomes of Phase 2 assessment incorporated into Stage 2 revised SWMP submitted for DP&E approval.</p> |
| Stage 1 Project | | | | | |

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| 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 | Ferrovia York Joint Venture | Closed | Stage 1 construction Soil and Water Quality Sub Plan approved by DP&E and issued for construction (Nov 15). |
| 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 | Ferrovia York Joint Venture | Ongoing | RSMM incorporated into Stage 1 SWMP approved by DP&E (refer to Table 7-1 SW31, SW32 of SWMP), and the construction Waste and Energy Management Sub Plan (Appendix B7 of the CEMP). Contaminated areas of concern (AECs) were further investigated and defined as part of the Stage 2 EIS Phase 2 Contamination Site Assessment, defining AECs within Stage 2 project area. These areas will be managed as part of Stage 2 construction. |
| Inappropriate disposal of material that cannot be | 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 | Ferrovia York Joint Venture | Ongoing | RSMM incorporated into Stage 1 SWMP approved by DP&E, and the construction Waste and Energy Management Sub Plan (Appendix B7 of the CEMP). |
| 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 | Ferrovia York Joint Venture | Ongoing | RSMM incorporated into Stage 1 SWMP approved by DP&E (refer to SWMP Table 7-1 SWMM33, SWMM34, SWMM35, SWMM36, SWMM37, SWMM38). Controls inspected during Stage 1 works. |
| Operation Accidental Spills | Detailed design would consider reasonable and feasible measures to optimise pollution mitigation. | Pre-construction | Ferrovia York Joint Venture | Ongoing | Requirement being considered in 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 | Ongoing | EPA's submission is being considered as part of detailed design. |
| 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 | Ongoing | Requirements and consultation being undertaken as part of detailed design progression. |

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| 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 | Closed | RSMM incorporated into Stage 1 SWMP approved by DP&E (refer to Table 7-1 SWMM31, SWMM32 of SWMP), and the construction Waste and Energy Management Sub Plan (Appendix B7 of the CEMP). |
| Contamination of surrounding watercourses and drainage | 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 | Closed | RSMM incorporated into Stage 1 SWMP approved by DP&E (refer to Table 7-1 SWMM7). These measures are in place for Stage 1 works. |
| 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 | Closed | Matter addressed in Stage 2 EIS and will be incorporated as part of the Stage 2 requirements for Water Management Plan. |
| 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 / | Roads and Maritime Services | Ongoing | RSMM incorporated into Stage 1 SWMP approved by DP&E (refer to Table 7-1 SWMM9) |
| 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 | Ongoing | RSMM addressed in Stage 1 SWMP Section 6.4 and Appendix M Stage 2 – Groundwater Assessment (refer to Table 7-1 SWMM10). This will be revised as part of the Stage 2 SWQMP |
| 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 | Closed | Project has consulted with DPI Water. A licence is not required. |

Stage 1 Project

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| 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 | Closed | Stage 1 construction Soil and Water Quality Sub Plan approved by DP&E and issued for construction (Nov 15). |
| 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 | Ongoing | Siting and arrangement of structures are being considered in detailed design. |
| 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 | Ongoing | Requirement being considered in detailed drainage design. |
| 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 | Ongoing | RSMM addressed in Stage 1 SWMP Section 6.4 and Appendix M Stage 2 – Groundwater Assessment (refer to Table 7-1 SWMM10) |

Revised Safeguards and Management Measures - Resource use and waste management

Concept Proposal

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|---|---|---------------------------------|---|---------|--|
| 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. | Pre-Construction / Construction | Ferrovial York Joint Venture | Closed | Stage 1 construction Waste and Energy Management Sub Plan prepared and issued for construction (Nov 15). Stage 2 requirements incorporated into revised WEMP. |
| | Wastes would be managed consistent with the WARR Act principles of avoidance, reduction, reuse and recycling. | | | | |
| 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 | Closed | Stage 1 construction Waste and Energy Management Sub Plan prepared and issued for construction (Nov 15). |
| | 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 | Ongoing | RSMM requirements incorporated into management measures within Table 6-1 (WEMM4, WEMM5 and WEMM6) of the WEMP. Waste disposal tracking implemented as part of Stage 1 works. |
| Inappropriate disposal of excavated material that | 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. | Construction | Ferrovial York Joint Venture | Ongoing | RSMM requirements incorporated into management measures within Table 6-1 (WEMM7 and WEMM8) of the WEMP. Waste disposal tracking implemented as part of Stage |
| | 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. | | | | |
| Revised Safeguards and Management Measures - Greenhouse gas and climate change | | | | | |
| Concept Proposal and Stage 1 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. | Pre-Construction / Construction | Ferrovial York Joint Venture | Ongoing | RSMM requirements incorporated into management measures within Table 6-1 (WEMM10, WEMM11, WEMM12 and WEMM13) of the WEMP. Being considered in detailed design and construction methods during Stage 1 works. |
| | 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. | | | | |
| 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 / Construction | Ferrovial York Joint Venture | Ongoing | RSMM requirements incorporated into management measures within Table 6-1 (WEMM14 and WEMM15) of the WEMP. Being considered in detailed design and construction |
| 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 | Ongoing | Requirement being considered as part of detailed design. |
| Revised Safeguards and Management Measures - Cumulative Impacts and Interactions | | | | | |
| Concept Proposal and Stage 1 Project | | | | | |
| Cumulative Impacts | Broad consultation would be undertaken with potentially affected local community and key stakeholders in coordination with proponents of other nearby projects. | Construction | Ferrovial York Joint Venture/ Roads and Maritime | Ongoing | RSMM incorporated as part of Community Communications Strategy. Interface meetings held with NBH Hospital project contractor. |
| | 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. | | | | |