
Conditions of Approval

Newcastle Light Rail & Associated Road Upgrades (*Consolidated May 2017*)

Abbreviations

CEMP	Construction environmental management plan
CLP	Community liaison plan
DECCW	Department of Environment, Climate Change and Water
EIA	Environmental impact assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment protection licence issued by the EPA under the <i>Protection of the Environment Operations Act 1997</i>
EMR	Environmental management representative
HIS	Heritage Interpretation Strategy
ISO	International Standards Organisation
NUTTP	Newcastle Urban Transformation and Transport Program
OEH	NSW Office of Environment and Heritage
OOHWP	Out of hours work protocol
PCSR	Pre construction sustainability report
PMEM	Principal Manager Environment Management, TfNSW (or nominated delegate)
PMS	Principal Manager Sustainability
REF	Review of environmental factors
TfNSW	Transport for NSW
TMP	Traffic Management Plan

Definitions

construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the EMR to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).
contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
emergency work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
environmental impact assessment	The documents listed in Condition 1 of this approval.
EMR	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
noise sensitive receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
reasonable and feasible	Consideration of best practice taking into account the benefit of proposed measures and their technological and associated operational application in the NSW and Australian context. Feasible relates to engineering considerations and what is practical to build. Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and nature and extent of potential improvements.
the Project	The construction and operation of the Newcastle Light Rail project and the Newcastle Light Rail Associated Road Upgrades project as described in the environmental impact assessments.
the Proponent	Means TfNSW.

Conditions of approval

No	Condition																					
	General																					
1.	<p>Terms of approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <table border="1"> <thead> <tr> <th>DOCUMENT</th> <th>AUTHOR</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>Newcastle Light Rail Project – Review of Environmental Factors</td> <td>GHD</td> <td>April 2016</td> </tr> <tr> <td>Newcastle Light Rail Project – Submissions Report</td> <td>GHD</td> <td>July 2016</td> </tr> <tr> <td>Newcastle Light Rail Project – Determination Report</td> <td>TfNSW</td> <td>July 2016</td> </tr> <tr> <td>Newcastle Light Rail Associated Road Upgrades – supplementary Review of Environmental Factors</td> <td>GHD</td> <td>November 2016</td> </tr> <tr> <td>Newcastle Light Rail Associated Road Upgrades – Submissions Report</td> <td>GHD</td> <td>May 2017</td> </tr> <tr> <td>Newcastle Light Rail Associated Road Upgrades – Determination Report</td> <td>TfNSW</td> <td>May 2017</td> </tr> </tbody> </table> <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>	DOCUMENT	AUTHOR	DATE	Newcastle Light Rail Project – Review of Environmental Factors	GHD	April 2016	Newcastle Light Rail Project – Submissions Report	GHD	July 2016	Newcastle Light Rail Project – Determination Report	TfNSW	July 2016	Newcastle Light Rail Associated Road Upgrades – supplementary Review of Environmental Factors	GHD	November 2016	Newcastle Light Rail Associated Road Upgrades – Submissions Report	GHD	May 2017	Newcastle Light Rail Associated Road Upgrades – Determination Report	TfNSW	May 2017
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2.	<p>Project modifications</p> <p>Any modification to the project as approved in the EIA would be subject to further assessment. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the project modification.</p>																					
3.	<p>Statutory requirements</p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>																					

No	Condition
	Communications
4.	<p>Community liaison plan</p> <p>The Proponent shall develop and implement a community liaison plan (CLP) to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses) where required. The CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period (b) stakeholder and issues identification and analysis (c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number (d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP. <p>Sub-plans to the CLP will be developed as required. These sub-plans will detail site-specific consultation and communication requirements for construction works that impact residents, other stakeholders and businesses. They will also identify further mitigation measures and processes to reduce construction impacts.</p> <p>The CLP shall be prepared to the satisfaction of the Director Community Engagement prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p>
5.	<p>Community notification and liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.</p> <p>Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven (7) days prior to such works being undertaken or other period as agreed to by the Technical Director Community Engagement or as required by Environment Protection Authority (EPA) (where an environment protection licence (EPL) is in effect).</p>

No	Condition
6.	<p>Website</p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:</p> <ul style="list-style-type: none"> (a) a copy of the documents referred to under Condition 1 of this approval (b) a list of environmental management reports that are publicly available (c) 24 hour contact telephone number for information and complaints. <p>All documents must be compliant with the Web Content Accessibility Guidelines 2.0.</p>
7.	<p>Complaints management</p> <p>The Proponent shall set up a 24 hour construction response line number.</p> <p>Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two (2) hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven (7) calendar days for verbal and/or written complaints.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the environmental management representative (EMR) each working day.</p>
8.	<p>Business Activation Strategy (<i>not applicable to the Associated Road Upgrades</i>)</p> <p>A business activation strategy would be developed by TfNSW in consultation with affected stakeholders to understand and manage impacts to businesses and organisations in the vicinity of the proposal. The plan would:</p> <ul style="list-style-type: none"> a) address construction and operation b) be developed in consultation with the Council, businesses, and local organisations and service providers c) take into account other developments and proposals in the city centre d) include access management plans which would establish existing servicing and delivery requirements and identify alternative routes and requirements e) identify strategies to maintain emergency access at all times f) take into account special events planned in and around the city centre during the construction period.

No	Condition
	Environmental management
9.	<p>Construction environmental management plan</p> <p>The Proponent shall prepare a construction environmental management plan (CEMP) prior to commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> (a) traffic and pedestrian management (in consultation with the relevant roads authority) (b) noise and vibration management (c) water and soil management (d) air quality management (including dust suppression) (e) indigenous and non-indigenous heritage management (f) flora and fauna management (g) storage and use of hazardous materials (h) contaminated land management (including acid sulphate soils) (i) weed management (j) waste management (k) sustainability (l) environmental incident reporting and management procedures (m) non-compliance and corrective/preventative action procedures <p>The CEMP shall:</p> <ul style="list-style-type: none"> i. comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management ii. comply with the relevant requirements of <i>Guideline for Preparation of Environmental Management Plans</i> (Department Infrastructure, Planning and Natural Resources, 2004) iii. include an Environmental Policy. <p>The Proponent shall:</p> <ul style="list-style-type: none"> 1. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP 2. submit a copy of the CEMP to the EMR for review 3. submit a copy of the CEMP to the PMEM (or nominated delegate) for approval 4. review and update the CEMP at regular intervals, and in response to any actions identified

No	Condition
	<p>as part of the EMR's audit of the document</p> <p>5. ensure updates to the CEMP are made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.</p> <p>The CEMP must be approved by the PMEM prior to the commencement of construction work associated with the Project.</p>
<p>10.</p>	<p>Environmental management representative</p> <p>Prior to the commencement of construction, the PMEM shall appoint an EMR for the duration of the construction period for the Project.</p> <p>The EMR shall provide advice to the PMEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:</p> <ul style="list-style-type: none"> (a) considering and advising the Proponent on matters specified in these conditions and compliance with such (b) reviewing and where required by the PMEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation (c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the PMEM (d) reporting weekly to the Proponent, or as required by the PMEM (e) issuing a recommendation to the Proponent for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities (f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts (g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections (h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary (i) where required by the PMEM, providing advice on the content and implementation of the CEMP and environmental controls map (ECM) in accordance with the conditions (j) reviewing and approving updates to the CEMP.

No	Condition
	The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.
	Hours of work
11.	<p>Standard construction hours</p> <p>Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ul style="list-style-type: none"> (a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level at any nearby residential property and/or other noise sensitive receivers (b) out of hours work identified and assessed in the EIA or the approved out of hours work protocol (OOHWP) (c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the PMEM (d) emergency work to avoid the loss of lives, property and/or to prevent environmental harm (e) any other work as agreed by the PMEM (or nominated delegate) and considered essential to the Project, or as approved by EPA (where an EPL is in effect).
12.	<p>High noise generating activities</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than 3 hours, without a minimum 1 hour respite period unless otherwise agreed to by the PMEM (or nominated delegate), or as approved by EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.</p>

No	Condition
	Noise and vibration
13.	<p>Construction noise and vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise Strategy</i> and the EPA <i>Interim Construction Noise Guideline</i> (July 2009). The mitigation measures shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) details of construction activities and an indicative schedule for construction works (b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers (c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the environmental impact assessment) (d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints (e) an out of hours work protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 11 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the EMR and/or PMEM (or nominated delegate) or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW <i>Construction Noise Strategy</i> (f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified in accordance with the construction noise and vibration mitigation measures outlined in the CEMP.
14.	<p>Vibration criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> (a) for structural damage vibration - German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> (b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (DEC 2006). <p>These limits apply unless otherwise approved by the PMEM through the CEMP.</p>

No	Condition
15.	<p>Non-tonal reversing beepers</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>
16.	<p>Noise impact on educational facilities</p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>
17.	<p>Operational noise and vibration <i>(not applicable to the Associated Road Upgrades)</i></p> <p>Prior to commencement of laying of light rail track, construction of the stabling and maintenance facility at Wickham or the construction of physical noise mitigation structures, an operational noise and vibration management plan (ONVMP) shall be prepared to confirm the final mitigation measures for operational noise and vibration that would be implemented.</p> <p>The ONVMP shall be prepared in consultation with relevant stakeholders. The ONVMP shall:</p> <ul style="list-style-type: none"> (a) consider any changes to the predicted noise and vibration levels identified in the EIA as a result of the detailed design process and any changes to the proposed Light Rail Operations Plan (b) examine all reasonable and feasible noise and vibration mitigation measures consistent with Rail Infrastructure Noise Guideline (EPA, 2013) and the Industrial Noise Policy (EPA, 2000) (c) identify specific physical and other mitigation measures for controlling noise and vibration at the source and at the receiver (if relevant) including location, type and timing of implementation of the proposed operational noise and vibration mitigation measures (d) seek feedback from directly affected receivers on the final mitigation measures proposed in the review. <p>The Proponent shall submit a copy of the ONVMP to the EMR for review and endorsement. The EMR is to be given a minimum period of 14 days to review and endorse the ONVMP. Following receipt of the EMR's endorsement, the ONVMP shall be submitted to the PMEM (or nominated delegate) for approval, at least one month prior to commencement of laying of light rail track or the construction of physical noise mitigation structures (or such time as is otherwise agreed to by the PMEM).</p> <p>The approved physical mitigation measures are to be installed prior to the commencement of operations, unless otherwise agreed by the PMEM.</p>

No	Condition
18.	<p>Operational noise compliance monitoring (<i>not applicable to the Associated Road Upgrades</i>)</p> <p>In order to validate the predicted noise levels identified in the ONVMP, monitoring shall be undertaken within three and 12 months of commencement of operation. The noise and vibration monitoring shall be undertaken to confirm compliance with the predicted noise and vibration levels, or as modified by the reasonable and feasible review.</p> <p>Should the results of monitoring identify exceedances of the predicted noise and vibration levels, additional reasonable and feasible mitigation measures would be implemented in consultation with the affected property owners.</p>
	Sustainability
19.	<p>Pre-construction sustainability report (<i>not applicable to the Associated Road Upgrades</i>)</p> <p>Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the PMS. The Report shall include the following minimum components:</p> <ul style="list-style-type: none"> (a) a completed electronic checklist demonstrating compliance with TfNSW's <i>NSW Sustainable Design Guidelines Version 4.0</i> (b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc (c) a section specifying a process to identify and progress innovation initiatives on the project as appropriate. The process should identify any areas of innovation that are currently being explored and/or implemented on the Project. <p>The Proponent shall submit a copy of the PCSR to the PMS for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMS).</p>
	Renewable Energy Offset (<i>not applicable to the Associated Road Upgrades</i>)
20.	All power used to operate the Newcastle Light Rail shall be fully offset by renewable energy (such as wind and solar), where feasible and reasonable.
	Contamination and hazardous materials
21.	<p>Unidentified contamination (other than asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken by</p>

No	Condition
	<p>accredited contamination specialists and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the <i>Guidelines for Consultants Reporting on Contaminated Sites</i>.</p> <p>The Proponent shall:</p> <p>(a) submit a copy of any contamination report to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the report</p> <p>(b) submit a copy of the report to the PMEM for consideration upon completion of the EMR review period. The PMEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 21 and Condition 22.</i></p>
22.	<p>Asbestos management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 23 and Condition 22.</i></p>
23.	<p>Contamination investigation</p> <p>If recommended by the Stage 1 preliminary site investigation report, a Stage 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:</p>

No	Condition
	<p>(a) <i>The National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013</i></p> <p>(b) <i>Contaminated Sites - Sampling Design Guidelines (EPA, 1995)</i></p> <p>(c) <i>AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil (2005).</i></p> <p>The report shall be prepared in accordance with the DECCW's <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA <i>Waste Classification Guidelines</i> (EPA, 2014).</p> <p>Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.</p>
24.	<p>Contamination management plan</p> <p>Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Stage 2 contamination assessment shall be included in a contamination management plan (CMP) as appropriate.</p>
25.	<p>Storage and use of hazardous materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed by the construction contractor prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW <i>Chemical Storage and Spill Response Guideline</i> and Australian and ISO standards. These measures shall include:</p> <p>(a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks</p> <p>(b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits to be kept in close proximity to potential discharge points in support of preventative controls</p> <p>(c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks</p> <p>(d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.</p>

No	Condition
	Erosion and sediment control
26.	<p>Erosion and sediment control</p> <p>Soil and water management measures shall be prepared as part of the CEMP for the mitigation of water quality impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater; Soils and Construction 4th Edition</i> (Landcom, 2004).</p>
	Heritage management
27.	<p>Indigenous and non-Indigenous heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, all works in the vicinity of the find shall cease and appropriate advice shall be sought from a suitably qualified heritage consultant (and in consultation with the OEH Heritage Branch where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from the heritage consultant or if a statutory approval is required, that approval has been obtained.</p>
28.	<p>Heritage interpretation strategy (<i>not applicable to the Associated Road Upgrades</i>)</p> <p>Prior to the commencement of construction, a Heritage Interpretation Strategy (HIS) shall be prepared and recommendations included into the detailed design of the Project. The HIS shall include recommendations regarding the installation of heritage interpretive signage. The HIS is to be submitted to the PMEM for approval at least 14 days prior to the commencement of construction of the Project (or such time as is otherwise agreed to by the PMEM).</p>
29.	<p>Archival recording (<i>not applicable to the Associated Road Upgrades</i>)</p> <p>Archival recording of Wickham Station shall be undertaken in accordance with OEH (Heritage Division) guidelines prior to its removal.</p> <p>A copy of the archival recording shall be placed in the Newcastle Council Library so that a complete record of the original location of Wickham Station is available for public access.</p>
30.	<p>Heritage architect (<i>not applicable to the Associated Road Upgrades</i>)</p> <p>A full architectural heritage survey shall be undertaken of Wickham Station by a qualified heritage architect that informs the detailed design of the proposal. Details of the key elements of significance must be identified for the purposes of retention on site as part of local interpretation and the design of the new Stabling and Maintenance Facility.</p>

No	Condition
	Property
31.	<p>Property condition surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ul style="list-style-type: none"> (a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works (b) all heritage listed buildings and other sensitive structures within 20 metres from the edge of the Designated Works. <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.</p> <p>A copy of the survey(s) shall be given to each property owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a (direct and indirect) result of the proposal's construction activity (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
	Lighting
32.	<p>Lighting scheme (<i>not applicable to the Associated Road Upgrades</i>)</p> <p>A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 "Road Lighting" and AS 4282 "Control of the Obtrusive Effect of Outdoor Lighting". The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> (a) consideration of lighting demands of different areas (d) strategic placement of lighting fixtures to maximise ground coverage (e) use of LED lighting

No	Condition
	<ul style="list-style-type: none"> (f) minimising light spill by directing lighting into the light rail (g) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving (h) motion sensors to control low traffic areas (i) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and (j) ensuring security and warning lighting is not directed at neighbouring properties. <p>The proposed lighting scheme is to be submitted to and accepted by TfNSW's – Customer Services Urban Design Team.</p>
	<p>Traffic and access</p>
<p>33.</p>	<p>Traffic management plan</p> <p>The Proponent shall prepare a construction traffic management plan (TMP) as part of the CEMP which addresses, as a minimum, the following:</p> <ul style="list-style-type: none"> (a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised (b) maximising safety and accessibility for pedestrians and cyclists (c) ensuring adequate sight lines to allow for safe entry and exit from the site (d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made) (e) managing impacts and changes to on and off-street parking and requirements for any temporary replacement provision (f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance (g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses (h) details for relocating kiss-and-ride, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct patrons, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired. (i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

No	Condition
	The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.
34.	<p>Road condition reports</p> <p>Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.</p>
35.	<p>Parking Strategy</p> <p>The Proponent shall prepare a parking strategy prior to construction to review options to mitigate the loss of on-street parking and loading zones. The review will include both existing on-street and off-street parking locations as well as the opportunities provided by new or proposed developments or Government owned land close to the proposal. The review will:</p> <ul style="list-style-type: none"> (a) be undertaken in accordance with the objectives and requirements of the Newcastle Urban Renewal Strategy and the NUTTP, and relevant transport and parking strategies and policies (b) involve an audit of the use of existing spaces including turnover (c) include an assessment of the potential options and identification of a preferred option/s. (d) be undertaken in consultation with relevant stakeholders, including surrounding businesses/organisations and Council (e) include consideration of any opportunities to establish a 'park and ride' facility in conjunction with the proposal.
	Flora and fauna
36.	<p>Removal of trees or vegetation</p> <p>Separate approval, in accordance with TfNSW's Application for Removal or Trimming of Vegetation, is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
37.	<p>Replanting program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide (9TP-ST-149)</i>. All vegetation planted on-site is to consist of locally endemic native species, unless</p>

No	Condition
	otherwise agreed by the PMEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.
38.	<p>Graffiti and advertising</p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <ul style="list-style-type: none"> (a) offensive graffiti will be removed or concealed within 24 hours (b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week (c) graffiti that is neither offensive or highly visible will be removed or concealed within a month (d) any unauthorised advertising material will be removed or concealed within 24 hours.
	Urban Design
39.	<p>Urban Design Plan (<i>not applicable to the Associated Road Upgrades</i>)</p> <p>An Urban Design Plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:</p> <ul style="list-style-type: none"> a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to: <ul style="list-style-type: none"> i) connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown ii) integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown iii) integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc iv) integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use b) design detail that is sensitive to the amenity and character of the local area and heritage items located within or adjacent to the Project site c) total water management principles to be integrated into the design where considered appropriate d) any other matters which the conditions require the UDP to address. <p>The UDP shall be:</p>

No	Condition
	<ol style="list-style-type: none"> 1. prepared and submitted to TfNSW with the first design submission and updated and submitted with subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise 4. endorsed by TfNSW's Precincts and Urban Design team prior to finalisation of the design.
40	<p>Public Domain Plan (<i>not applicable to the Associated Road Upgrades</i>)</p> <p>A Public Domain Plan (PDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:</p> <ol style="list-style-type: none"> a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment c) landscape treatments and street tree planting to integrate with surrounding streetscape which, at a minimum, must address the following: <ol style="list-style-type: none"> i) landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes) ii) a schedule which details the landscape maintenance requirements to be implemented for the for 12 month period following the commencement of operation d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project e) total water management principles to be integrated into the design where considered appropriate f) design measures included to meet TfNSW's NSW Sustainable Design Guidelines -Version 4.0 (7TP-ST-114) g) identification of design and landscaping aspects that will be open for stakeholder input, as required h) any other matters which the conditions require the PDP to address. <p>The PDP shall be:</p> <ol style="list-style-type: none"> 1. prepared and submitted to TfNSW with the first design submission and updated and submitted with subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered landscape architect 4. endorsed by TfNSW's Precincts and Urban Design team prior to finalisation of the design.