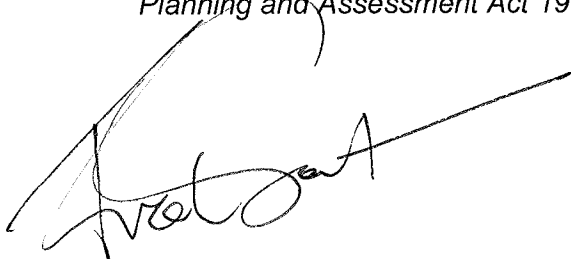


Concept Plan Approval

Section 75O of the *Environmental Planning and Assessment Act 1979*

I, the Minister for Planning, under the *Environmental Planning and Assessment Act 1979* determine:

- a) pursuant to section 75O of the *Environmental Planning and Assessment Act 1979*, to grant concept plan approval for the proposal referred to in Schedule 1, subject to the modifications in Schedule 2;
- b) pursuant to section 75P(1)(c) of the *Environmental Planning and Assessment Act 1979*, that the Stage A (Glenfield rail corridor) project referred to in Schedule 1, requires no further environmental assessment;
- c) pursuant to section 75P(1)(b) of the *Environmental Planning and Assessment Act 1979*, the further environmental assessment requirements for approval to carry out the Stage B1 (Glenfield Station) project, referred to in Schedule 1, under Part 5 of the *Environmental Planning and Assessment Act 1979*; and
- d) pursuant to section 75P(1)(a) of the *Environmental Planning and Assessment Act 1979*, the further environmental assessment requirements for approval to carry out the Stage B2 (remaining works) project(s), referred to in Schedule 1, under Part 3A of the *Environmental Planning and Assessment Act 1979*.



Frank Sartor MP
Minister for Planning

Sydney

29th Aug 2007

File No: 9040497

SCHEDULE 1

Application No:	06_0158
Proponent:	Transport Infrastructure Development Corporation
Approval Authority:	Minister for Planning
Land:	Land required for the construction and operation of the proposal, generally between East Rossmore and Glenfield, including land within and adjacent to the existing rail corridor at Glenfield.
Proposal:	<p>The South West Rail Link, being the construction and operation of a new dual-track electrified rail line, between East Rossmore and Glenfield, comprising the:</p> <ul style="list-style-type: none">• <u>Stage A (Glenfield rail corridor) project:</u><ul style="list-style-type: none">• the full construction and operation of Glenfield North Flyover (and associated track reconfigurations) independent of Stage B projects, if required;

- the partial construction of the Glenfield South Flyover; and
- establishment of temporary construction sites, generally at the locations shown in Figure 4-5 of the *South West Rail Link Submissions Report*, dated May 2007, prepared by Parsons Brinkerhoff;
- Stage B1 (Glenfield Station) project: the construction and operation of the Glenfield station upgrade and associated ancillary infrastructure; and
- Stage B2 (remaining works) project(s): the construction and operation of the remainder of the South West Rail Link and associated ancillary infrastructure, including:
 - the remainder of the Southern Flyover;
 - a new dual-track electrified rail line between the existing rail corridor at Glenfield and East Rossmore;
 - two new stations at Edmondson Park and Leppington; and
 - a stabling facility at East Rossmore.

Part 3A Project:

On 7 April 2006, the Minister for Planning formed the opinion that the proposed South West Rail Link is of State and regional environmental planning significance and declared that Part 3A of the *Environmental Planning and Assessment Act 1979* applies to the proposal.

Concept Plan Authorisation:

On 12 July 2006, the Minister for Planning authorised the submission of a concept plan for the proposal.

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SCHEDULE 2

DEFINITIONS

Ancillary Infrastructure	Other infrastructure required for the construction and operation of the South West Rail Link, including supporting infrastructure such as provisions for bus, taxi, kiss and ride, parking, pedestrians and cyclists; and temporary construction sites.
Concept Plan	The South West Rail Link proposal described in Schedule 1.
Conditions of Approval	The conditions of approval detailed in this, the Minister of Planning's concept plan approval for the South West Rail Link.
Construction	All pre-operation activities associated with the projects related to the concept plan approval other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys or other activities determined by the Environmental Representative to have minimal environmental impact such as minor access roads, minor adjustments to services / utilities, establishing temporary construction sites (in accordance with the requirements of this concept plan approval or related project approvals), or minor clearing (except where threatened species, populations or ecological communities would be affected).
DECC	Department of Environment and Climate Change.
Director-General, the	Director-General of the Department of Planning (or delegate).
DWE	Department of Water and Energy.
DPI	Department of Primary Industries.
GCC	Growth Centres Commission.
MoT	Ministry of Transport.
Operation	When trains commence operating on any project related to this concept plan approval but excluding commissioning activities.
Project	The Stage A (Glenfield rail corridor) project, the Stage B1 (Glenfield Station) project, and the Stage B2 (remaining works) project(s) as described in Schedule 1.
Project Approval	Unless specified, 'project approval' refers to an approval to construct granted under either Part 3A or Part 5 of the <i>Environmental Planning and Assessment Act 1979</i> .
Proponent	Transport Infrastructure Development Corporation.
Reasonable and Feasible	Consideration of best practise 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.
Relevant Council(s)	Campbelltown City Council, Liverpool City Council, Camden Council.
RTA	NSW Roads and Traffic Authority.
SoC	Statement of Commitments

1. ADMINISTRATIVE CONDITIONS

Terms of Concept Approval

- 1.1 The Proponent shall carry out the concept plan and all related projects generally in accordance with the:
 - a) Major Project Application 06_0158;
 - b) *South West Rail Link Environmental Assessment and Concept Plan*, dated November 2006, and prepared by Parsons Brinkerhoff;
 - c) *South West Rail Link Submissions Report*, dated May 2007, and prepared by Parsons Brinkerhoff; and
 - d) the conditions of approval.
- 1.2 In the event of an inconsistency between:
 - a) the conditions of approval and any document listed in condition 1.1a) to 1.1c) inclusive, the conditions of approval shall prevail to the extent of the inconsistency; and
 - b) any documents listed in condition 1.1a) to 1.1c) inclusive, the most recent document shall prevail to the extent of the inconsistency.
- 1.3 If there is any inconsistency between this concept plan approval and any related project approvals, this concept plan approval shall prevail to the extent of the inconsistency.
- 1.4 The Proponent shall comply with any reasonable requirement(s) of the Director-General arising from the Department of Planning's assessment of:
 - a) any reports, plans or correspondence that are submitted in accordance with this concept plan approval or the Stage B1 or Stage B2 project approvals; and
 - b) the implementation of any actions or measures contained in these reports, plans or correspondence.

Limits of Approval

- 1.5 To avoid any doubt, this concept plan approval does not permit the construction of any South West Rail Link projects described in Schedule 1, which will be subject to separate project approval(s).

2. PROJECT APPLICATIONS AND SPECIFIC REQUIREMENTS

Stage B1 (Glenfield Station) Project

<p>Note: The Minister has formed the view that the Stage B1 (Glenfield station) project is unlikely to result in significant impact to the environment and should be assessed and determined under Part 5 of the <i>Environmental Planning and Assessment Act 1979</i>.</p>
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- 2.1 Pursuant to section 75P(2)(c) of the *Environmental Planning and Assessment Act 1979*, the following environmental assessment requirements apply with respect to Stage B1 (Glenfield Station):
 - a) a detailed project description, including the design and location of relevant ancillary infrastructure;
 - b) a demonstration that the project is consistent with the requirements of this concept plan approval and generally consistent with the scope and intent of the concept plan outlined in the documents under condition 1.1 of this approval;
 - c) a detailed project-specific statement of commitments, consistent with the statement of commitments prepared for the concept plan, clearly identifying any new or amended commitments relating to the project;
 - d) an updated assessment of statutory matters, where the project affects land that has not already been identified in the documents referred to in conditions 1.1 (a) to (c);
 - e) assessment of Matters of National Environmental Significance (where relevant);

- f) assessment of the following key issues for the project (including relevant ancillary infrastructure) in consultation with relevant agencies including (but not limited to) RailCorp, MoT, DECC, RTA and Campbelltown City Council:
- **Property and Landuse:** confirm the footprint of the project, identifying any additional land required for ancillary infrastructure not identified in the documents referred to in conditions 1.1 (a) to (c), and describe the landuse impacts of any additional land take to existing and planned future landuse.
 - **Traffic and Transport:**
 - review patronage and mode-share predictions for Glenfield Station taking into account planned landuse change and transport infrastructure provisions (such as strategic bus corridors and road improvements) within and surrounding Glenfield.
 - describe any existing transport and mode-of-access provisions at the Station (including existing parking and cycle provisions on Railway Parade) that would be directly impacted or lost as a result of the project.
 - describe how the design of kiss and ride, taxi, bus, parking, pedestrian and cycle provisions at Glenfield station address the dual objectives of catering for predicted mode-of-access demand and mitigating identified transport and mode-of-access impacts. Specifically:
 - analyse the cost and benefits of alternative park and ride locations (both on the western and eastern side of the rail corridor) to meet the above objectives, including consideration of economic impacts to businesses on Railway Parade;
 - describe how the design of cycle and pedestrian provisions would maximise access and connectivity to the Station and across the rail corridor. Consideration should be given to retaining or expanding existing provisions and connection to planned future measures (e.g. Council cycle programs); and
 - describe interchange provisions for connection to existing and planned bus networks including the Liverpool to Campbelltown strategic bus corridor;
 - review the operational traffic impacts of the project including:
 - the impacts of the changes to Railway Parade on peak time operational efficiency, including traffic congestion and displacement of impacts to surrounding local streets; and
 - the peak time operational impacts of traffic generated by additional parking provisions on local and arterial roads.
 - review construction traffic impacts of the project considering cumulative impacts from surrounding development (including the construction of other South West Rail Link projects), haulage routes, and disruptions to traffic and access (including peak congestion and intersection impacts at local and arterial roads).
 - **Noise and Vibration:** describe the operational noise and construction noise and vibration impacts of the project, considering all reasonable and feasible mitigation measures (where relevant).
 - **Flora and Fauna:** for all aspects of the project (as relevant):
 - describe the ecological impacts of the project including (as relevant): impacts on threatened species, populations and ecological communities; riparian and stream ecology; and existing or planned biodiversity corridors.
 - describe measures to offset impacts including opportunities for conserving/enhancing riparian and biodiversity corridors.
 - describe how the effectiveness of the offset measures would be monitored and what actions shall be taken if measures are identified to be ineffective; and
 - describe the maintenance responsibilities and timing of implementation of offset measures.
 - **Indigenous Heritage:** for all aspects of the project (as relevant), describe the indigenous heritage impacts of the project in accordance with Steps 1 to 4 of the *Protocol for Aboriginal Stakeholder Involvement in the assessment of Aboriginal cultural heritage in the Sydney Growth Centres* (Context Pty Ltd, 2006a) and the

Precinct Assessment Method for Aboriginal Cultural Heritage in the Sydney Growth Centres (Context Pty Ltd, 2006a), identifying mitigation priorities with consideration to the regional significance of impacts. The assessment must consider cumulative impacts associated with other projects related to this concept plan approval and of surrounding development.

- **Visual and Urban Design:**

- describe the visual and urban design impacts and mitigation requirements for the project in accordance with Statement of Commitments B36 to B40 and B43.
 - Describe the timing of implementation of urban design and landscaping measures, how the effectiveness of landscaping measures would be monitored and maintenance responsibilities for relevant urban design and landscape measures.
- g) assessment at an appropriate level of detail the impacts and mitigation measures associated with any additional issues of relevance to the project, identified during further design development, that are not specifically identified in this concept plan approval, in consultation with relevant agencies.

2.2 The Proponent shall ensure that the environmental impact assessment prepared for the Stage B1 (Glenfield Station) project is publicly exhibited for a minimum of 30 days (excluding public holidays) and issues raised in submissions are considered during the assessment and determination of the project.

2.3 The Proponent shall as part of the environmental impact assessment exhibition period for the Stage B1 (Glenfield Station) project seek comments from the Department of Planning, relevant agencies (including but not limited to RailCorp, MoT, DECC, RTA) and Campbelltown City Council and ensure that issues raised are considered during the assessment and determination of the project.

Stage B2 (Remaining Works) Projects

2.4 Pursuant to section 75P(1)(a) of the *Environmental Planning and Assessment Act 1979*, the following environmental assessment requirements apply with respect to the Stage B2 (remaining works) project(s):

- a) a detailed project description, including the design and location of ancillary infrastructure;
- b) a demonstration that the project is consistent with the requirements of this concept plan approval and generally consistent with the scope and intent of the concept plan outlined in the documents under condition 1.1 of this approval;
- c) a detailed project-specific statement of commitments, consistent with the statement of commitments prepared for the concept plan, clearly identifying any new or amended commitments relating to the project;
- d) an updated assessment of statutory matters, where the project affects land that has not already been identified in the documents referred to in conditions 1.1 (a) to (c);
- e) assessment of Matters of National Environmental Significance in relation to flora and fauna, heritage and Commonwealth land;
- f) assessment of the following key issues for the project(s) (including relevant ancillary infrastructure), in consultation with relevant agencies including (but not limited to) RailCorp, MoT, GCC, Landcom, DECC, DPI (Fisheries), DWE, RTA and relevant Councils:

- **Property and Landuse:**

- confirm the footprint of the project, identifying any additional land required for operational noise mitigation measures, flood mitigation measures and ancillary infrastructure not identified in the documents referred to in conditions 1.1 (a) to (c), and describe the landuse impacts of any additional land take to existing and planned future use.
- Specifically, identify whether the design solution for flood mitigation at Edmondson Park station, would impact on land reserved under the *National Parks and Wildlife Act 1974*.

- **Traffic and Transport:**
 - for Edmondson Park and Leppington Stations, review patronage and mode-share predictions, taking into account planned progressive land use change, and describe how the design of kiss and ride, taxi, bus, parking, pedestrian and cycle provisions at each station, accommodates the predicted demand;
 - for Leppington station prepare a park and ride strategy detailing how park and ride levels implemented at the commencement of operation would be transitioned to a longer term outcome, with consideration to the requirements of SoC B12;
 - for the rail corridor and stations, describe provisions for maximising pedestrian and cycle connectivity: across the rail corridor (at station precincts and other locations), between stations and respective town centres, and stations and the Western Sydney Parklands. Consideration should be given to retaining or expanding existing provisions and connecting to future provisions to be developed as part of the South West Growth Centres, the Western Sydney Parklands or relevant Council programs;
 - for all aspects of the project (as relevant) describe construction traffic impacts considering cumulative impacts from surrounding development, haulage routes, and disruptions to traffic and access (including peak congestion and intersection impacts at local and arterial roads);
- **Noise and Vibration:**
 - **Operational Noise**
 - for the stabling facility, review operational noise impacts in accordance with the *Industrial Noise Policy* (EPA, 2000), considering all reasonable and feasible mitigation options (including full enclosure and the feasibility of low volume horn tests) at existing and planned future receivers;
 - for the rail corridor, review operational noise impacts in accordance with the *Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects* (DECC, 2007), considering all reasonable and feasible mitigation options at existing and planned future receivers. At Glenfield this shall involve confirming noise impacts for the long-term scenario (the '2017' scenario described in the report referred to in condition 1.1 c), or equivalent), based on further design development;
 - for all other aspects of the project, describe operational noise impacts where a facility/ activity is deemed to be an intrusive noise source, considering all reasonable and feasible mitigation options for existing and planned future receivers; and
 - for all aspects of the project, describe regenerated noise impacts where proposed mitigation options for airborne noise have the potential to result in regenerated noise levels becoming perceptible at existing or planned future receivers, with consideration to all reasonable and feasible mitigation options.
 - **Operational Vibration**
 - for the rail corridor and stabling facility, review operational vibration impacts in accordance with *Assessing Vibration: A Technical Guideline* (DECC, 2006), considering all reasonable and feasible mitigation options for existing and planned future receivers;
 - **Construction Noise and Vibration**
 - for all aspects of the project (as relevant), describe construction noise and vibration impacts, considering cumulative impacts from surrounding development and potential vibration impacts on sensitive items such as the Sydney Water Supply Canal and other heritage items, considering all reasonable and feasible measures for minimising impacts.
 - **Hydrology:** for all aspects of the project (as relevant), confirm flood impacts on existing and planned future receivers and infrastructure based on modelling of the full range of flood sizes up to and including the PMF at each waterway crossing in accordance with the *Floodplain Development Manual* (2005). Describe the impacts of flow alterations at each crossing, on upstream and downstream ecology and riparian zones;

- **Flora and Fauna:** for all aspects of the project (as relevant):
 - describe the ecological impacts of the project including (as relevant): impacts on threatened species, populations and ecological communities; riparian and stream ecology; and existing or planned biodiversity corridors, including the regional corridors identified in the *Edmondson Park Ecological Assessment* (Eco Logical Australia Pty Ltd, 2003).
 - describe measures to offset impacts including opportunities for conserving/enhancing riparian and biodiversity corridors, including the opportunity to develop the buffer area between the South West Rail Link alignment and Denham Court, as a biodiversity corridor.
 - Where relevant, offset measures should clearly distinguish between measures to be provided as part of the draft *Growth Centres Conservation Management Plan* (GCC, February 2007) and measures for land not covered by the plan (such as for land outside of the rail corridor at Glenfield; the James Meehan Estate; relevant land within the Edmondson Park Release Area; land subject to *Sydney Regional Environmental Plan No. 31 - Regional Parklands*; and land defined as Flood Prone and Major Creek Land under *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*).
 - describe how the effectiveness of the offset measures would be monitored and what actions shall be taken if measures are identified to be ineffective.
 - describe the maintenance responsibilities and timing of implementation of offset measures.
 - **Indigenous Heritage:** for all aspects of the project (as relevant), describe the indigenous heritage impacts of the project in accordance with Steps 1 to 4 of the *Protocol for Aboriginal Stakeholder Involvement in the assessment of Aboriginal cultural heritage in the Sydney Growth Centres* (Context Pty Ltd, 2006a) and the *Precinct Assessment Method for Aboriginal Cultural Heritage in the Sydney Growth Centres* (Context Pty Ltd, 2006a), identifying mitigation priorities with consideration to the regional significance of impacts. The assessment must consider cumulative impacts associated with other projects related to this concept plan approval and of surrounding development.
 - **European Heritage:** for all aspects of the project (as relevant), review impacts to European Heritage items and describe measures to minimise and/ or appropriately manage impacts (including heritage view sheds).
 - **Visual and Urban Design:**
 - describe the visual and urban design impacts and mitigation requirements for the project in accordance with Statement of Commitments B36 to B40 and B43.
 - describe the timing of implementation of urban design and landscaping measures, how the effectiveness of landscaping measures would be monitored and maintenance responsibilities for relevant urban design and landscape measures.
- g) assessment at an appropriate level of detail the impacts and mitigation measures associated with any additional issues of relevance to the project, identified during further design development, that are not specifically identified in this concept plan approval, in consultation with relevant agencies.

2.5 The Proponent may choose to submit separate project applications under Part 3A of the *Environmental Planning and Assessment Act 1979* for any one or a combination of the Stage B2 (remaining works) projects described in condition 2.4 (Edmondson Park Station, Leppington Station, stabling facility or rail corridor). In this case, each Stage 2 project application shall demonstrate that all relevant environmental assessment requirements specified in condition 2.4 have been addressed.

3. COMPLIANCE MONITORING AND TRACKING

3.1 The Proponent shall develop and implement a **Compliance Tracking Program** to track compliance with the requirements of this concept plan approval and any related project

approvals, Statement of Commitments, permits and licences. The Program shall aim to provide a single, consistent compliance tracking framework to be applied to each project and across projects, and shall include but not necessarily be limited to:

- a) provisions for periodic review of the compliance status of the projects against the requirements of this concept plan approval and any related project approvals, Statement of Commitments, permits and licences;
- b) provisions for the notification of the Director-General prior to the commencement of construction and prior to the commencement of operation of projects related to this concept plan;
- c) a program for independent environmental auditing of construction works in accordance with *ISO 19011:2003 - Guidelines for Quality and/ or Environmental Management Systems Auditing* at least annually, from the commencement of construction of any project related to this concept plan approval, or as otherwise directed by the Director-General. The results of the audits shall be provided to the Director-General on request;
- d) a program for independent environmental auditing of operation works in accordance with *ISO 19011:2003 - Guidelines for Quality and/ or Environmental Management Systems Auditing* at least one and five years after the commencement of operation of any project related to this concept plan approval or in accordance with an existing auditing system agreed to by the Director-General. The results of the audits shall be provided to the Director-General on request; and
- e) procedures for rectifying any non-compliance identified during environmental auditing or review of compliance.

3.2 The Proponent shall report on compliance to the Director-General, prior to the commencement of construction and operation of projects related to this concept plan, and as otherwise requested by the Director-General:

- a) in the case of a Part 5 project, the Proponent shall report on compliance with this concept plan approval and related Statement of Commitments; and
- b) in the case of a Part 3A project, the Proponent shall report on compliance with this concept plan approval, relevant project approvals and related Statement of Commitments.

Nothing in this approval restricts the Proponent from reporting on the compliance of multiple projects associated with this concept plan approval

4. COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT

Stakeholder Involvement

4.1 The Proponent shall develop and implement a **Stakeholder Involvement Strategy** to engage with Government agencies, relevant Councils, landowners, community members and other stakeholders (such as utility and service providers, bus companies and businesses), as relevant, as part of ongoing design development and construction. The strategy shall aim to provide a single, consistent consultation framework to be applied to each project and across projects. The strategy shall include, but does not necessarily be limited to:

- a) identification of issues to be consulted on, and parties to be consulted with in relation to each issue;
- b) procedures and mechanisms through which parties can discuss or provide feedback to the Proponent in relation to design and construction matters;
- c) procedures and mechanisms through which the Proponent can field enquiries in relation to design and construction matters and respond to such enquiries;
- d) procedures and mechanisms through which the Proponent can notify parties of construction matters;
- e) procedures and mechanisms to resolve any disputes arising between parties at any stage; and
- f) procedures and mechanisms to document consultation undertaken and how issues raised have been addressed.

The Strategy shall incorporate the requirements of conditions 4.2 to 4.5 and be made available to the Director-General on request.

Provision of Information

- 4.2 Prior to the commencement of construction of any project related to this concept plan approval, the Proponent shall establish and maintain a new website, or dedicated pages within its existing website, to provide electronic information related to the concept plan and all associated projects (or details of where hard copies of this information may be accessed by members of the public) until at least five years after the commencement of operation of all projects related to this approval, unless otherwise agreed to by the Director-General. The proponent shall, subject to confidentiality, publish and maintain up-to-date information on this website or dedicated pages including, but not necessarily limited to:
- a) a copy of the documents referred to under condition 1.1 a) to c) of this approval and any documentation supporting modifications to this concept plan approval or related project approvals that may be granted in the future;
 - b) a copy of this concept plan approval and all related project approvals, including modifications to these approvals that may be granted in the future;
 - c) a copy of each relevant licence or permit required and obtained in relation to any project;
 - d) a copy of each current strategy, plan and program required under this concept plan approval or any related project approval; and
 - e) the outcomes of compliance tracking (including independent audit results) in accordance with condition 3.1 of this approval.
- 4.3 Subject to confidentiality, the proponent shall make all documents required to be provided under condition 4.2 of this approval available for public inspection on request.

Complaints Procedure

- 4.4 Prior to the commencement of construction of any project associated with this concept plan approval, the Proponent shall ensure that the following are available for community complaints and enquiries, for the duration of construction of each of the projects:
- a) a single telephone number on which complaints and enquiries about the construction of any of the projects related to this concept plan approval (or two dedicated numbers, one to handle complaints and one for enquires), may be registered;
 - b) a postal address to which written complaints and enquiries about the construction of any of the projects related to this concept plan approval, may be sent; and
 - c) an email address to which electronic complaints and enquiries about the construction of any of the projects related to this concept plan approval may be transmitted.

The telephone number(s), the postal address and the email address shall be published in a newspaper circulating in the local area prior to the commencement of construction for each project and at regular intervals during the construction of each project. The above details shall also be provided on the website (or dedicated pages) required by this approval.

- 4.5 The Proponent shall develop a Construction Complaints Management System consistent with *AS 4269 Complaints Handling* prior to the commencement of construction of any of project associated with this concept plan approval and implement the system for the duration of construction of each of the project(s). The strategy shall aim to provide a single, consistent complaints management framework to be applied to each project and across projects.

Information on all complaints received, including the means by which they were addressed and whether resolution was reached and whether mediation was required or used, must be maintained by the Proponent.

5. ENVIRONMENTAL MANAGEMENT

Environmental Representative

- 5.1 Prior to the commencement of construction of any project related to this concept plan approval, or as otherwise agreed by the Director-General, the Proponent shall nominate for the approval of the Director-General a suitably qualified and experienced Environmental Representative independent of the design and construction personnel of that project. The Proponent shall employ the Environmental Representative for the duration of construction of the project, or as otherwise agreed to by the Director-General. The Environmental Representative shall be the Proponent's principal point of advice in relation to the environmental performance of the project and shall have responsibility for:
- overseeing the implementation of all environmental management plans and monitoring programs required under this concept plan approval, related project approval or Statement of Commitments, and advising the Proponent upon the achievement of the outcomes of these plans/ programs;
 - advising the Proponent on its compliance obligations against all relevant requirements of this concept plan approval and any related project approvals, Statement of Commitments, permits and licences; and
 - have the authority and independence to require reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts.
- 5.2 The Proponent may choose to nominate an Environmental Representative to be responsible for a number of projects related to the concept plan. In doing so, the proponent shall demonstrate to the Director-General that the nominated Environmental Representative is capable to carrying out the required duties across multiple projects

Environmental Management System

- 5.3 Prior to the commencement of construction and operation, respectively of any project related to this concept plan approval the Proponent shall ensure that a **Environmental Management System** prepared and accredited in accordance with *ISO14001:2004 – Environmental Management Systems* is developed. The System shall provide a single, consistent environmental management framework that shall be implemented during the construction and operation, respectively of each project associated with this concept plan.
- 5.4 Nothing in this approval restricts the Proponent from implementing an existing environmental management system administrated by the Proponent which can be demonstrated to address the requirements of condition 5.3.

6. SPECIFIC ENVIRONMENTAL CONDITIONS

Property and Land Use

- 6.1 The Proponent shall, in consultation with relevant agencies including (but not necessarily limited to) the GCC, MoT, the Department of Planning, Landcom, and relevant Councils, ensure that the detailed design of any projects related to this concept plan approval, is consistent with State Government landuse objectives and policy, specifically that:
- those project components affecting land subject to *Sydney Regional Environmental Plan No. 31 - Regional Parklands* are consistent with planned future landuse for that land;
 - park-and-ride facilities to be provided at Glenfield, Edmondson Park and Leppington stations are consistent with relevant parking and transit-oriented development policy;
 - Glenfield, Edmondson Park and Leppington stations are integrated with planned transport provisions for South Western Sydney (including strategic bus corridors and road improvements), to maximise accessibility and patronage to the stations; and
 - Edmondson Park and Leppington stations and the stabling facility are integrated with the precinct planning for the Edmondson Park and Leppington town centre, and the Rossmore precinct, respectively.

- 6.2 The Proponent shall in consultation with affected landowners and the relevant acquisition authority, ensure that all projects related to this concept plan approval, are designed to minimise property impacts where this would not reasonably compromise project design or existing or planned future land use on the residual property.

Traffic and Transport

- 6.3 The Proponent shall ensure that all projects related to this concept plan approval incorporates easy access provisions consistent with the *Commonwealth Disability Standards for Accessible Public Transport 2002* as part of construction and operation, including parking provisions within easy walking distance of stations.
- 6.4 The Proponent shall ensure that there is no net loss of existing parking levels at Glenfield Station during the construction or operation of any project associated with this concept plan approval.

Surface Water and Hydrology

- 6.5 The Proponent shall ensure that the detailed design of any project related to this concept plan approval does not preclude Campbelltown City Council's plans to construct a flood detention basin at James Meehan Estate, unless otherwise agreed to by Campbelltown City Council and the Director-General.

Biodiversity and Landscaping

- 6.6 The Proponent shall ensure that the biodiversity impacts associated with all projects related to this concept plan approval are offset to ensure a net neutral or beneficial biodiversity outcome, consistent with the draft *Growth Centres Conservation Plan (GCC, 2007)* and draft *Guidelines for Biodiversity Certification of Environmental Planning Instruments (DECC, 2007)* and in consultation with the DECC.
- 6.7 The Proponent shall ensure that landscaping measures implemented as part of all projects related to this concept plan approval are consistent with biodiversity conservation principles.

