

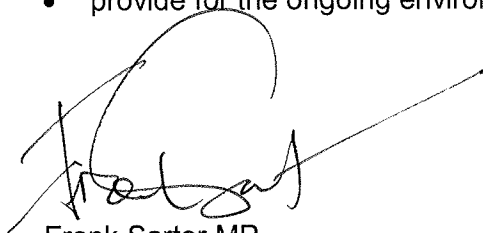
Project Approval

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

I, the Minister for Planning, approve the project referred to in Schedule 1, subject to the conditions in Schedule 2.

These conditions are required to:

- prevent, minimise, and/or offset adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance;
- require regular monitoring and reporting; and
- provide for the ongoing environmental management of the project.



Frank Sartor MP
Minister for Planning

Sydney

24th Aug

2007

File No: 9040497

SCHEDULE 1

Application No:	06_0158
Proponent:	Transport Infrastructure Development Corporation
Approval Authority:	Minister for Planning
Land:	Land within and adjacent to the existing rail corridor at Glenfield.
Project:	The Stage A (Glenfield rail corridor) project of the South West Rail Link Concept Plan.
Concept Plan:	The project is a component of the approved concept plan for the South West Rail Link (06_0158)
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 <i>Environmental Planning and Assessment Act 1979</i> applies to the South West Rail Link.
Concept Plan Authorisation:	On 12 July 2006, the Minister for Planning authorised the submission of a concept plan for the South West Rail Link.

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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.
Conditions of Approval	The conditions of approval detailed in this, the Minister of Planning's project approval for the Stage A (Glenfield rail corridor) project.
Construction	All pre-operation activities associated with the project 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 project approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).
Council	Campbelltown City Council.
Director-General, the	Director-General of the Department of Planning (or delegate).
Environment Representative	As defined under condition 5.1 of the Minister for Planning's concept plan approval for the South West Rail Link.
Operation	When trains commence operating on the Glenfield north flyover and associated reconfigured track, but excluding commissioning activities.
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.
Southern Sydney Freight Line	Project approved by the Minister for Planning on 21 December 2006, for the construction and operation of a dedicated freight line, adjacent to the existing electrified Main South passenger line, between Macarthur and Sefton in South-Western Sydney.
Stage A (Glenfield rail corridor) Project	Comprises the following: <ul style="list-style-type: none"> • the full construction and operation of Glenfield North Flyover (and associated track reconfigurations) independent of the Stage B projects, if required; • the partial construction of the Glenfield South Flyover; and • establishing temporary construction sites, generally at the locations shown in Figure 4-5 of the <i>South West Rail Link Submissions Report</i>, dated May 2007, and prepared by Parsons Brinkerhoff.
Stage B Projects	The construction and operation of the remainder of the South West Rail Link, comprising the: <ul style="list-style-type: none"> • <u>Stage B1 (Glenfield Station) project</u>: the construction and operation of the Glenfield station upgrade and associated ancillary infrastructure; and • <u>Stage B2 (remaining works) project(s)</u>: the construction and operation of: <ul style="list-style-type: none"> • 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; • a stabling facility at East Rossmore; and • associated ancillary infrastructure.
Temporary Construction Sites	Sites where non-permanent structure required for construction (such as office and amenities compounds, concrete or bitumen batch plants, materials storage compounds, stockpile areas and temporary access tracks) are located.

1. ADMINISTRATIVE CONDITIONS

Terms of Project Approval

- 1.1 The Proponent shall carry out the project generally in accordance with:
- Major Project Application 06_0158;
 - South West Rail Link Environmental Assessment and Concept Plan*, dated November 2006, and prepared by Parsons Brinkerhoff;
 - South West Rail Link Submissions Report*, dated May 2007, and prepared by Parsons Brinkerhoff; and
 - the conditions of this approval.
- 1.2 In the event of an inconsistency between:
- 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
 - 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 Notwithstanding condition 1.2, if there is any inconsistency between this project approval and the concept plan approval for the South West Rail Link concept plan, the 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's assessment of:
- any reports, plans or correspondence that are submitted in accordance with this approval; and
 - the implementation of any actions or measures contained in these reports, plans or correspondence.

Limits of Approval

- 1.5 To avoid any doubt this project approval does not permit the construction of any aspect of the Stage B projects described in Schedule 2 ('Definitions'). Specifically, this project approval does not permit the construction or reconfiguration of any parking provisions at Glenfield Station.

Statutory Requirements

- 1.6 The Proponent shall ensure that all licences, permits and approvals are obtained as required by law and maintained as required with respect to the project. No condition of this approval removes the obligation for the proponent to obtain, renew or comply with such licences, permits or approvals.

2. SPECIFIC ENVIRONMENTAL CONDITIONS

Traffic and Access

- 2.1 The Proponent shall provide dedicated parking for construction personnel within the temporary construction facilities locations shown in Figure 4-5 of the document referred to under condition 1.1c), such that no existing parking provisions at Glenfield Station are used for this purpose during construction.

Noise and Vibration

- 2.2 The Proponent shall only undertake construction activities associated with the project during the following hours:
- 7:00 am to 6:00 pm, Mondays to Fridays, inclusive;
 - 8:00 am to 1:00 pm on Saturdays; and
 - at no time on Sundays or public holidays.

- 2.3 Construction outside of the above hours may only be undertaken in the following circumstances:
- a) any works that do not cause construction noise to be audible at any sensitive receivers; or
 - b) for the delivery of materials required outside these hours by the police or other authorities for safety reasons; or
 - c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or
 - d) works subject to an approved Environmental Protection Licence; or
 - e) works permitted by an approved out-of-hours work protocol under the Construction Noise and Vibration Management Plan.
- 2.4 The proponent shall implement all reasonable and feasible mitigation measures with the aim of achieving the following construction noise and vibration goals:
- a) where audible at any sensitive receivers, the $L_{A10(15\text{minute})}$ noise level from construction activities shall not exceed the background L_{A90} noise level by more than 5 dB(A);
 - b) if noise from a construction activity is substantially tonal or impulsive in nature (as described in Chapter 4 of the *NSW Industrial Noise Policy*), 5dB(A) must be added to the measured construction noise level when comparing the measured noise with the construction noise objective;
 - a) for building structural damage, the vibration limits set out in the German Standard DIN 4150 Part 3 *Structural Vibration in Buildings Effects on Structures*, shall be complied with; and
 - b) for human exposure, the vibration limits set out in the *Assessing Vibration: A Technical Guideline* (DECC, 2006).

Surface Water and Hydrology

- 2.5 The proponent shall, in consultation with Council, ensure that the proposed construction works within the James Meehan Estate does not:
- a) disturb Bunbury Curran Creek;
 - b) change existing flooding conditions; or
 - c) preclude Council's plans to construct a flood detention basin, unless otherwise agreed to by Council and the Director-General.
- 2.6 The Proponent shall take all reasonable and feasible measures to prevent soil erosion and the discharge of sediments and pollutants from the project during the construction and operation of the project, consistent with *Managing Urban Stormwater Soil and Construction* (Landcom 2004).

Note: Section 120 of the *Protection of the Environment Operations Act 1997* prohibits the pollution of waters except where expressly provided in an EPL for the project.

Biodiversity

- 2.7 The Proponent shall ensure that no vegetation of conservation significance or riparian vegetation along Bunbury Curran Creek is cleared or disturbed as part of the project.
- 2.8 Prior to the commencement of construction the Proponent shall:
- a) identify soil with the potential to contain seed banks for the species *Pimielea spicata*; and
 - b) where identified, determine measures for avoiding impacts to that soil seed bank in consultation with the Department of Environment and Climate Change. Any soil relocation options must consider the impact of relocating that soil and conditions of the recipient site on the survival of the seed bank.

Note: A licence under section 91 of the *Threatened Species Conservation Act 1995* may be required for the relocation of any threatened species.

Heritage

- 2.9 Unless otherwise agreed to by the Director-General, prior to the commencement of construction or the establishment of any temporary construction sites at the James Meehan Estate, the Proponent shall assess the indigenous heritage potential of the James Meehan Estate in accordance with Statement of Commitment A20 and ensure that any sites identified through that assessment are avoided when establishing any temporary construction facilities or undertaking construction activities within the James Meehan Estate, to the satisfaction of the Director-General.

Visual and Urban design

- 2.10 The Proponent shall ensure that the visual and urban design measures described in Statement of Commitments B36, B37 f), B38, and B43, are applied to the detailed design and construction of the project, as relevant.

Dust

- 2.11 The Proponent shall construct the project in a manner that minimises dust impacts generated by construction works, including wind-blown and traffic-generated dust, on the receiving environment, including sensitive receivers and road users.

Hazards and Risk

- 2.12 The Proponent shall ensure that construction hazards and risks (including utility installations) are identified and managed in accordance with the principles outlined in the *Hazardous Industry Planning Advisory paper No. 7, Construction Safety Study Guidelines* (PlanningNSW 1992).

3. ENVIRONMENTAL MONITORING AND AUDITING

Noise and Vibration

- 3.1 Unless otherwise agreed to by the Director-General, within three months of the commencement of operation of the Stage A (Glenfield rail corridor) project, the Proponent shall undertake compliance monitoring at representative receivers to confirm the predictions of the noise assessment for the 'at commencement' (2011) noise scenario identified in the report referred to in condition 1.1 c), to the satisfaction of the Director-General. If the monitoring indicates an exceedance of "redevelopment of existing rail line" trigger values in the *Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects* (DECC, 2007), the proponent shall implement further reasonable and feasible measures (where required) to mitigate these exceedance in consultation with the DECC and to the satisfaction of the Director-General.

4. ENVIRONMENTAL MANAGEMENT

Construction Environmental Management

- 4.1 Prioery to the commencement of construction, the Proponent shall prepare (and following approval implement) the following construction management plans to the satisfaction of the Director-General:
- a) a **Construction Traffic Management Plan**, in consultation with the Roads and Traffic Authority, RailCorp, the Australian Rail Track Corporation and relevant Councils, to manage the construction traffic impacts of the project, including but not limited to:
 - i) identifying haulage routes and access points from construction sites to local and arterial roads detailing measures to minimise potential access conflicts;
 - ii) identifying haulage and construction vehicle volumes and detailing measures to minimise peak time congestion and intersection impacts at local and arterial roads;
 - iii) identifying construction activities that would require disruption of traffic, such as lane closures, and measures to minimise impacts;

- iv) identifying designated construction personnel parking areas that do not reduce existing public parking provisions;
 - v) detailing measures to minimise impacts to existing access provisions at Glenfield station and across the rail corridor, including for pedestrians, cyclists, buses, kiss and rides and taxis;
 - vi) detailing measures to minimise access conflicts to existing property access including at the Glenfield Waste Facility and schools on the western side of the Glenfield rail corridor; and
 - vii) detailing (where necessary) how cumulative impacts from surrounding development (including construction of the Southern Sydney Freight Line and Glenfield residential estate development) have been taken into account in traffic planning.
- b) a **Construction Noise and Vibration Management Plan**, in consultation with the Department of Environment and Climate Change to manage the construction noise and vibration impacts of the project, including but not limited to:
- i) identifying construction activities (including construction traffic) that have the potential to exceed the noise goals set out in condition 2.4 at surrounding receivers, particularly residential and school receivers;
 - ii) detailing what reasonable and feasible actions and measures would be implemented to comply with the noise goals set out in condition 2.4 and the likely residual impacts to receivers where these goals cannot be met;
 - iii) an out-of-hours work (OOHW) protocol for assessing and managing works outside of standard construction hours as defined in condition 2.3 e) including a risk assessment process under which an Environmental Representative may approve out-of-hour construction activities deemed to be of low environmental risk and refer high risk works for the Director-General's approval. The OOHW protocol must detail standard assessment, mitigation and notification requirements for high and low risk out-of-hour works, and detail a standard protocol for referring applications to the Director-General, including evidence of consultation with the Department of Environment and Climate Change, justification for the works and any additional mitigation proposed over and above standard measures outlined in the OOHW protocol;
 - iv) detailing measures to minimise human response vibration impacts and meet structural damage vibration criteria set out in condition 2.4, including undertaking pre and post construction building dilapidation surveys, maintaining minimum buffer distances during construction, and monitoring vibration levels at sensitive structures (such as the Hurlstone Agricultural School) during construction (as relevant);
 - v) detailing how cumulative impacts from surrounding development (including the Glenfield residential estate development) have been taken into account in noise and vibration mitigation;
 - vi) procedures for notifying residents of construction activities that are likely to effect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints (this may comprise part of the Stakeholder Involvement Strategy required under the South West Rail Link concept plan approval) (as relevant); and
 - vii) detailing how the effectiveness of mitigation measures would be monitored during construction, clearly indicating how often this monitoring would be conducted, and how the results of this monitoring would be recorded and responded to.
- c) a **Construction Flora and Fauna Management Plan**, in consultation with the Department of Environment and Climate Change to detail how construction impacts on terrestrial and riparian ecology will be minimised and managed, including, but not be limited to:
- i) detailed diagrams/ maps or similar identifying the clearing limits and areas of high significance that are to be avoided;
 - ii) details of work practices (such as fencing and construction worker education) to avoid clearance or disturbance of remnant native vegetation, or vegetation of conservation significance (particularly Endangered Ecological Communities)

- outside of the clearance footprint. Measures shall include the appropriate protection of *Pimielea spicata* soil seed banks in accordance with condition 2.7;
- iii) details of work practices to minimise impacts or risk of injury to fauna;
 - iv) weed management measures focusing on early identification of invasive weeds and determining effectiveness of management controls; and
 - viii) detailing how the effectiveness of mitigation measures would be monitored during construction, clearly indicating how often this monitoring would be conducted, and how the results of this monitoring would be recorded and responded to.