

Statement of Commitments for the Development of the Gold Coast Airport section of the Tugun Bypass

The following is a list of forty-six Conditions of Approval that would apply to the NSW Roads and Traffic Authority (RTA) and Queensland Department of Main Roads (QDMR).

1. The Development must be carried out consistent with the procedures, safeguards and mitigation measures identified in the '*Tugun Bypass (Gold Coast Airport section) Major Development Plan*' prepared in accordance with the *Airport Act 1996* and the requirements set out in the *Design and Construction Alliance Brief for the Tugun Bypass - Scope of Works and Technical Criteria (Appendix 17)*, some of which accompanies this statement.
2. These Conditions of Approval do not relieve the RTA and QDMR (the Proponents) of their obligations under any other legislation.

Compliance

General

3. The Proponents must notify in writing the Airport Environment Officer of the start of the Development's Construction and Operation. Such notification must be provided at least four weeks before the relevant start date unless otherwise agreed to by the Airport Environment Officer.
4. It is the responsibility of the Proponents to ensure compliance with all of these Conditions and to implement any measures arising from these Conditions of Approval.
5. The Proponents must bring to the Airport Environment Officer's attention any matter that may require further assessment by the Airport Environment Officer.
6. The Proponents must comply with any requirements of the Airport Environment Officer arising from the Airport Environment Officer's assessment of:
 - (a) any reports, plans or correspondence that are submitted to satisfy these Conditions of Approval; and
 - (b) the implementation of any actions or measures contained in such reports, plans or correspondence.

Pre-Construction Compliance Report

7. The Proponents must submit a Pre-Construction Compliance Report to the Airport Environment Officer at least four weeks before Construction commences (or within any other time agreed to by the Airport Environment Officer).
8. The Pre-Construction Compliance Report must include:
 - (a) details of how the Conditions of Approval required to be addressed before Construction were complied with;
 - (b) the time when each relevant Condition of Approval was complied with, including dates of submission of any required reports and/or approval dates; and
 - (c) details of any approvals or licences required to be issued before Construction commences which are applicable to airport land.

Pre-Operation Compliance Report

9. The Proponents must submit a Pre-Operation Compliance Report to the Airport Environment Officer at least four weeks before Operation commences (or within any other time agreed to by the Airport Environment Officer).

10. The Pre-Operation Compliance Report must include:

- (a) details of how the Conditions of Approval required to be addressed before Operation were complied with;
- (b) the time when each relevant Condition of Approval was complied with, including dates of submission of any required reports and/or approval dates; and
- (c) details of any approvals or licences issued for the Development's Operation which are applicable to airport land.

Construction Compliance Reports

11. The Proponents must provide the Airport Environment Officer, with Construction Compliance Reports. The first Construction Compliance Report must report on the first six months of Construction and be submitted a maximum six weeks after expiry of that period. The second, and subsequent, Construction Compliance Reports must be submitted at maximum intervals of six months from the date of submission of the first Construction Compliance Report for the duration of Construction.

12. The Construction Compliance Reports must include information on:

- (a) compliance with the Construction Environmental Management Plan (CEMP) and the Conditions of Approval;
- (b) compliance with any approvals or licences issued for Construction which are applicable to airport land;
- (c) the implementation and effectiveness of environmental controls. The assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP;
- (d) environmental monitoring results, presented as a results summary and analysis;
- (e) the number and details of any complaints, including a summary of main areas of complaint, action taken, response given and intended strategies to reduce recurring complaints;
- (f) details of any review and amendments to the CEMP resulting from Construction during the reporting period; and
- (g) any other matter relating to compliance with the Conditions of Approval or as requested by the Airport Environment Officer.

13. The Construction Compliance Reports must be made Publicly Available.

Environmental Management

Construction Environmental Management Plan

14. A CEMP must be prepared and implemented in accordance with these Conditions of Approval and all relevant Acts and Regulations. The Proponents must obtain the Airport Environment Officer's Approval for the CEMP before Construction commences or within any other time agreed to by the Airport Environment Officer.

15. The Proponents must ensure that the mitigation measures identified in the Major Development Plan and in these Conditions are incorporated into the CEMP. The CEMP must:

- (a) state how the mitigation measures will be implemented;
- (b) include a Construction program, identifying Construction activities and their location and timing;
- (c) cover any relevant environmental elements identified by the Proponents, or its contractor, from their environmental due diligence investigations;
- (d) contain the Construction Sub Plans required by the Conditions of Approval;
- (e) be prepared following consultation with Gold Coast Airport Limited (GCAL), the Civil Aviation Safety Authority, and Airservices Australia;
- (f) be Publicly Available;
- (g) include a community consultation and notification strategy, and complaints management system;
- (h) include environmental management details such as:
 - i. identification of statutory obligations which the Proponents are required to fulfil during Construction, including all approvals and licences;
 - ii. an environmental management structure indicating the responsibility, authority and accountability for personnel relevant to the CEMP;
 - iii. the role of GCAL and identification of Construction activities requiring GCAL attendance;
 - iv. details of the Construction personnel induction and training program;
 - v. emergency response procedures;
- (i) include implementation details such as:
 - i. identification of relevant environmental elements;
 - ii. measures to avoid and/or control environmental impacts;
 - iii. the tools to be used to implement the CEMP such as plans, schedules and work instructions;
- (j) include monitoring and review details such as:

- i. performance criteria;
- ii. performance monitoring methods;
- iii. auditing and corrective actions procedures;
- iv. CEMP review procedures.

Environmental Management Representative

16. The Proponent's Environmental Management Representative (EMR) must provide regular (as agreed with the Airport Environment Officer) reports to the Airport Environment Officer on matters relevant to carrying out the EMR role including notifying the Airport Environment Officer of any stop work recommendations.

17. The EMR must immediately advise the Airport Environment Officer of any incidents relevant to these Conditions resulting from Construction that were not dealt with expediently or adequately by the Proponents.

Advice of Construction Activities on or adjacent to the airport

18. Before Construction commences, and then at weekly intervals, the Proponents must advise GCAL of the: nature of the works proposed for the next three months; the location in which these works are proposed; Construction hours; and a contact telephone number.

19. The Proponents must ensure that GCAL is advised of Construction activities that could cause disruption to the airport. Methods to disseminate this information must be identified in the CEMP. Information to be provided must include:

- (a) details of any traffic disruptions and controls;
- (b) construction of temporary detours; and
- (c) work approved to be undertaken outside standard Construction hours, in particular noisy works, before such works are undertaken.

20. The Proponents must establish an internet site before Construction commences and maintain the internet site until Construction ends. This internet site must contain:

- (a) periodic updates of work progress, consultation activities and planned work schedules. The site must indicate the date of the last update and the frequency of the internet site updates;
- (b) a description of relevant approval authorities and their areas of responsibility;
- (c) a list of reports and plans that are Publicly Available under this Approval and details of how these can be accessed;
- (d) contact names and phone numbers of relevant communications staff; and
- (e) the 24 hour toll-free complaints contact telephone number.

21. Updates of work progress, Construction activities and planned work schedules must be provided on the internet site where significant changes in noise or traffic impacts are expected.

Construction Complaints Management System

22. The Proponent must prepare and implement a Construction Complaints Management System before Construction commences and maintain the System for the duration of Construction. The Construction Complaints Management System must be consistent with AS 4269 "Complaints Handling" and include:

- (a) a 24 hour, toll free telephone number listed with a telephone company and advertised;
- (b) a system to receive, record, track and respond to complaints within a specified timeframe. When a complaint cannot be responded to immediately, a follow-up verbal response on what action is proposed must be provided to the complainant within two hours during night-time works and 24 hours at other times;
- (c) a process for the provision of a written response to the complainant within 10 days, if the complaint cannot be resolved by the initial or follow-up verbal response; and
- (d) a mediation system for complaints unable to be resolved.

23. Information on all complaints received, including the means by which they were addressed and whether resolution was reached with or without mediation, must be included in the Construction Compliance Reports and must be made available to the Airport Environment Officer on request.

Construction

24. A Flora and Fauna Management Sub Plan must be prepared as part of the CEMP. The Sub Plan must be prepared in consultation with the Airport Environment Officer and include:

- (a) plans showing:
 - i. terrestrial vegetation communities; important flora and fauna habitat areas; locations where threatened species, populations or ecological communities were recorded; and areas to be cleared. The plans must also identify vegetation adjoining the Development where this contains important habitat areas and/or threatened species, populations or ecological communities;
 - ii. aquatic vegetation communities; important habitat areas; locations where threatened species, populations or ecological communities were recorded; and areas to be cleared. The plans must also identify vegetation adjoining the Development where this contains important habitat areas and/or threatened species, populations or ecological communities;
- (b) methods to manage impacts on flora and fauna species (terrestrial and aquatic) and their habitat which may be directly or indirectly affected by the Development. These must include:
 - i. procedures for vegetation clearing, soil management and managing other habitat damage (terrestrial and aquatic) during Construction;
 - ii. methods to protect vegetation both retained within, and also adjoining, the Development from damage during Construction;
 - iii. a habitat tree management program including fauna recovery procedures and habitat maintenance (e.g. relocating hollows or installing nesting boxes);
 - iv. methods to minimise damage to aquatic habitats;

v. where possible, and where consistent with the Australian Government's Department of the Environment and Heritage strategies for re-using in rehabilitation works individuals of any threatened plant species that would be otherwise be destroyed by the Development;

vi. performance criteria against which to measure the success of the methods.

(c) rehabilitation details including:

i. identification of locally native species to be used in rehabilitation and landscaping works, including flora species suitable as a food resource for threatened fauna species;

ii. methods to remediate affected aquatic habitats or fish passages;

iii. the source of all seed or tube stock to be used in rehabilitation and landscaping works including the identification of seed sources within the Development. Seed of locally native species within the Development should be collected before Construction commences to provide seed stock for revegetation;

iv. methods to re-use topsoil (and where relevant subsoils) and cleared vegetation;

v. measures for the management and maintenance of all preserved, planted and rehabilitated vegetation (including aquatic vegetation);

(d) a Weed Management Strategy including:

i. identification of weeds within the Development and adjoining areas;

ii. weed eradication methods and protocols for the use of herbicides;

iii. methods to treat and re-use weed infested topsoil;

iv. strategies to control the spread of weeds during Construction;

(e) a program for reporting on the effectiveness of terrestrial and aquatic flora and fauna management measures against the identified performance criteria. Management methods must be reviewed where found to be ineffective.

Indigenous Heritage Management

25. An Indigenous Heritage Management Sub Plan must be prepared as part of the CEMP. The Sub Plan must be prepared in consultation with the Airport Environment Officer and include:

(a) details of the archaeological investigations to be undertaken and any associated licences or approvals required;

(b) procedures to be implemented if previously unidentified Aboriginal objects are discovered during Construction. If such objects are discovered all work likely to affect the object(s) must cease immediately and the Airport Environment Officer must be informed; and

(c) an education program for Construction personnel on their obligations for Aboriginal cultural materials.

Construction Noise and Vibration Management

26. A Construction Noise and Vibration Management Sub Plan must be prepared as part of the CEMP. The Sub Plan must be prepared in consultation with Airport Environment Officer and include:

- (a) an education program for Construction personnel about noise minimisation.
- (b) identification of each Construction activity, including Ancillary Facilities, and their associated noise sources;
- (c) identification of all potentially affected Sensitive Receivers;
- (d) the Construction noise objective specified in the Conditions of Approval;
- (e) the Construction vibration criteria specified in the Conditions of Approval;
- (f) determination of appropriate noise and vibration objectives for each identified Sensitive Receiver;
- (g) noise and vibration monitoring, reporting and response procedures;
- (h) assessment of potential noise and vibration from each Construction activity including noise from Construction vehicles and any traffic diversions;
- (i) a description of management methods and procedures and specific noise mitigation treatments that will be implemented to control noise and vibration during Construction;
- (j) justification for any activities outside the Construction hours specified in the Conditions of Approval. This includes identifying areas where Construction noise would not be audible at any Sensitive Receiver;
- (k) procedures for notifying residents of Construction activities that are likely to affect their noise and vibration amenity; and
- (l) contingency plans to be implemented in the event of non-compliances and/or noise complaints.

27. The Proponent must ensure that public address systems used at any Construction site are not used outside the Construction hours detailed in the Conditions of Approval unless otherwise approved through the Construction Noise and Vibration Management Sub Plan. Public address systems must be designed to minimise noise spillage off-site.

28. The Proponent must, where Reasonable and Feasible, erect Operation noise mitigation measures at the start of Construction (or at other times during Construction) to minimise Construction noise impacts.

Soil and Water Quality Management

29. A Soil and Water Management Sub Plan must be prepared as part of the CEMP. The Sub Plan must be prepared in consultation with Airport Environment Officer. The Sub Plan must:

(a) be consistent with the Australian Guidelines for Water Quality Monitoring and Reporting;

(b) identify the Construction activities that could cause soil erosion or discharge sediment or water pollutants from the site;

(c) describe management methods to minimise soil erosion or discharge of sediment or water pollutants from the site including a strategy to minimise the area of bare surfaces during Construction;

(d) describe the location and capacity of erosion and sediment control measures;

(e) identify the timing and conditions under which Construction stage controls will be decommissioned;

(f) include contingency plans to be implemented for events such as fuel spills; and

(g) identify how the effectiveness of the sediment and erosion control system will be monitored, reviewed and updated.

Acid Sulfate Soils Management

30. An Acid Sulfate Soil Management Sub Plan must be prepared as part of the CEMP. The Sub Plan must be prepared in consultation with the Airport Environment Officer. The Sub Plan must:

(a) be consistent with the National Strategy for the Management of Coastal Acid Sulfate Soils;

(b) include a contingency plan to deal with the unexpected discovery of actual or potential acid sulphate soils; and

(c) include a water quality monitoring program.

Spoil and Fill Management

31. A Spoil and Fill Management Sub Plan must be prepared as part of the CEMP. The Sub Plan must be prepared in consultation with Airport Environment Officer and include:

(a) the locations of major (defined as a volume greater than 500 cubic metres) spoil stockpiles;

(b) the source of imported fill material and where it will be stockpiled and used; and

(c) methods to re-use or dispose excess or unsuitable spoil material including estimated volumes and disposal sites.

32. All material excavated from Construction must be re-used or recycled unless otherwise approved in the Spoil and Fill Management Sub Plan. The Proponents must ensure that the re-use of material generated from Construction is maximised in preference to importing fill.

Dust Management

33. A Dust Management Sub Plan must be prepared as part of the CEMP. The Sub Plan must be prepared in consultation with Airport Environment Officer and identify:

- (a) potential sources of dust;
- (b) dust management objectives;
- (c) a monitoring program to assess compliance with the identified objectives.
- (d) mitigation measures to be implemented, including measures during weather conditions where high level dust episodes are probable (such as strong winds in dry weather); and
- (e) a progressive rehabilitation strategy for exposed surfaces with the aim of minimising exposed surfaces.

34. Construction vehicles on airport land must be maintained to prevent any loss of load, whether dust, liquid or soils. Facilities must be provided at airport exit points to minimise tracking mud, dirt or other material onto a public road or footpath. In the event of any spillage within the airport, the Proponents must remove the spilled material as soon as practicable within the working day of the spillage.

35. The Proponents must ensure that all plant and equipment used in connection with the Development are:

- (a) maintained in a proper and efficient condition; and
- (b) operated in a proper and efficient manner.

Facility Damage Management

36. Subject to GCAL agreement, facility inspections must be conducted on all Structures within:

- (a) 200 metres of blasting;
- (b) 50 metres of Construction activities that generate vibration impacts;
- (c) any other locations identified by the Proponents; and
- (d) any other locations identified by the Airport Environment Officer.

37. The facility inspections must be undertaken consistent with AS 4349.1 "Inspection of Buildings".

38. Facilities on which inspections are to be conducted must be authorised by GCAL at least two weeks before the inspection. A copy of the facility inspection report must be given to GCAL at least three weeks before Construction that could affect the facility commences.

39. A register of all facilities inspected must be maintained by the Proponents indicating whether GCAL accepted or refused the facility inspection offer. A copy of the register must be provided to the Airport Environment Officer upon request.

40. Facility inspections need not be undertaken if a risk assessment indicates Structures will not be affected. The risk assessment must be undertaken before Construction commences by geotechnical and construction engineering experts with appropriate registration on the National Professional Engineers Register.

Traffic Management

41. Road dilapidation reports must be prepared for all airport roads likely to be used by Construction traffic. These reports must be prepared before Construction commences and after Construction is complete. Copies of the reports must be provided to the Airport Environment Officer. Any damage resulting from Construction, except that resulting from normal wear and tear, must be repaired at the expense of the Proponents. Alternatively the Proponents may negotiate an alternative arrangement for road damage with GCAL.

42. A Construction Traffic Management Sub Plan must be prepared as part of the CEMP. The Sub Plan must be prepared in consultation with the Airport Environment Officer and include:

- (a) identification of all airport roads to be used by Construction traffic, in particular roads proposed to transport large quantities of Construction materials. The expected timing and duration of road usage must be stated;
- (b) management methods to ensure Construction traffic uses identified roads;
- (c) identification of all airport roads that may be partially or completely closed during Construction and the expected timing and duration of these closures. Consideration must be given to programming Construction works to minimise road closures during peak hours and/or holiday periods;
- (d) impacts on existing airport traffic (including Aviation Rescue and Fire Fighting vehicles);
- (e) temporary traffic arrangements including property access;
- (f) access to Construction sites including entry and exit locations and measures to prevent Construction vehicles queuing on airport roads;
- (g) a response plan for any Construction traffic incident; and
- (h) monitoring, review and amendment mechanisms.

Waste Management and Recycling

43. As part of the Construction and Operation EMPs the Proponents must prepare Waste Management and Re-use Sub Plan(s). The Sub Plans must be prepared in consultation with the Airport Environment Officer and must address the management of wastes during the Construction and Operation stages respectively. The Sub Plan(s) must identify requirements for:

- (a) the application of the waste minimisation hierarchy principles of avoid/reduce/re-use/recycle/dispose;
- (b) waste handling and storage;
- (c) disposal of wastes. Specific details must be provided for cleared vegetation, contaminated materials, glass, metals and plastics, hydrocarbons (lubricants and fuels) and sanitary wastes; and
- (d) any waste material that is unable to be re-used, re-processed or recycled must be disposed at a facility approved to receive that type of waste.

Utilities and Services Protection

44. The Proponents must identify any utilities and services (hereafter “services”) on airport land potentially affected by Construction to determine requirements for diversion, protection and/or support. Alterations to airport services must be determined by negotiation between the Proponents and the service providers. The Proponents in consultation with service providers must ensure that disruption to airport services resulting from the Development are minimised and advised to airport users.

Specific Conditions: Roads

Bridge and Culvert Design

45. The Proponents must undertake the design and construction of bridges and culverts on airport land in consultation with the Airport Environment Officer. The Proponents must ensure the design and construction of bridges and culverts on airport land are consistent with any requirements for airport operations.

Stormwater Management

46. All Operation stage controls for stormwater must be located, designed, constructed, operated and maintained to meet the requirements of the RTA’s “Code of Practice for Water Management – Road Development and Management”. These controls must be designed in consultation with GCAL.