

# Determination Report

## Digital Train Radio System - Sutherland Site

December 2011

# 1 Background

The Sutherland Base Transceiver Station (BTS) is one of approximately 255 radio facilities which will be constructed as part of a Digital Train Radio System (DTRS) to provide enhanced, efficient and reliable train communication. The proposed work on the Sutherland site consists of a range of activities, including:

- a. installation of three Argus panel antennas onto an existing 35 metre high pole;
- b. a new BTS cabinet which contains all necessary equipment;
- c. upgrade of the existing power supply; and
- d. cable connections into the existing Network Access Points (NAP).

Construction work will include minor excavation for power and cable connections. Operation activities will be insignificant and relate essentially to the maintenance of installed plants and equipment.

Before proceeding with proposed activity, RailCorp must make a determination in accordance with the provisions of Part 5 of the *Environmental Planning and Assessment Act 1979* (EPAA). A Review of Environmental Factors (REF) was prepared by UGL Infrastructure to assist in determination and to ensure compliance with planning and environmental legislation.

## 1.1 Review of Environmental Factors

The REF has been assessed and considered against the requirements of Section 111 of the *Environmental Planning and Assessment Act 1979*. In considering the proposed activity, all matters affecting or likely to affect the environment have been addressed.

However, during the preparation of the REF the proposed project is modified to replace intended use of fibre optics with a DISAC. The impact of the DISAC is considered and Determined in a separate REF and therefore this activity is excluded from the Determination.

## 1.2 Consultation and Assessment of Submissions

Consultation about the REF was carried out between 14 November and 4 December 2011 (inclusive). During this time a total of 700 letters were distributed to residents, businesses and community organisations in Sutherland. Premises within 250 metres of the site were doorknocked and letters were delivered to properties within 500 metres of the site. The REF was published on the RailCorp website where an online feedback form was also available. A meeting was held with Sutherland Shire Council to discuss the DTRS.

No submissions were received about proposed DTRS work at Sutherland. As the result of public consultation, it is considered that modifications to the proposed activity are not required, providing the mitigation measures detailed in the REF are implemented.

## 1.3 Consideration of the Environmental Impacts

This assessment has considered that the proposed activity described in the REF will have minimal environmental impact which can be controlled satisfactorily. An approval for the project does not need to be sought under Part 3 of the *Environmental Assessment and Planning Act, 1979*. It is also considered that the proposed activity does not trigger the approval regime under Part 3 of the *Environment Protection and Biodiversity Conservation Act*.

The Environmental Impact Assessment is recommended for approval subject to the proposed mitigation and management measures included in the Conditions of Approval contained in this Determination Report.

## 2 Determination

### Environmental Impact Assessment

#### DIGITAL TRAIN RADIO SYSTEM –SUTHERLAND SITE

#### REVIEW OF ENVIRONMENTAL FACTORS, SUBMISSIONS REPORT & DETERMINATION REPORT

### APPROVAL

I, Tony Cunningham, Program Manager, Projects Division, Engineering and Project Group, RailCorp, in my capacity as Determining Authority state as follows:

1. In accordance with Section 111 of the *Environmental Planning and Assessment Act, 1979*. I have examined and considered Review of Environmental Factors for the DTRS site at Sutherland.
2. I determine on behalf of RailCorp (the proponent) that the proposed activity may be carried out in accordance with the Conditions of Approval in this Determination Report, consistent with the proposal described and mitigated in the Review of Environmental Factors and mitigation measures included in the Conditions of Approval.



**Tony Cunningham**  
Program Manager  
RailCorp Projects Division  
Engineering and Project Group

Date: 12 December 2011

## 3 Conditions of Approval

### 3.1 General

#### 3.1.1 Scope of Approval

For the purpose of this Determination the proposed activities include those included in Section 1 of this Determination. The work related to cable connection should be undertaken in accordance with the REF for DISAC trials which has already been Determined.

#### 3.1.2 Terms of Approval

The Project must be carried out in accordance with the:

- (a) Review of Environmental Factors prepared by UGL Infrastructure dated July 2011; and
- (b) these Conditions of Approval.

In the event of any inconsistency with the proposal as described in (a) or (b) these Conditions will prevail.

#### 3.1.3 Statutory Compliance

The following approvals, licences and permits must be obtained prior commencement of any site activities.

Responsible Authority	Approval/Licences/Permits
RailCorp	Determination under Part 5 of the <i>Environmental Planning and Assessment Act 1979</i>

These Conditions do not replace the obligation to obtain all other licences, permits and approvals where are required by law to be obtained and maintained in respect to this project.

## 3.2 Communications

### 3.2.1 Community Notification and Liaison

Before and during construction, the community is to be notified of works to be undertaken, the estimated hours of construction and details about how further information can be obtained including the project information line number.

Construction specific impact including traffic changes and controls, access changes, detours, high noise generating works activities and work required outside the nominated working hours must be advised to the local community before such works is undertaken.

### 3.2.2 Website

Both the final REF and determination report for the Sutherland DTRS site are publicly available on the RailCorp website. Furthermore, RailCorp will provide electronic information related to the project, on dedicated pages within its existing website, including:

- (a) any other documentation supporting modifications to the approval or related approvals that may be granted in the future;
- (b) details of construction information and progress of construction activities; and,
- (c) contact telephone number for information and complaints.

### 3.2.3 Site Notice

UGL Infrastructure will ensure that a site notice(s) is prominently displayed at the boundaries of the site for the purposes of informing the public of project details. The notice(s) is to satisfy all, but not be limited to, the following requirements:

- (a) the notice is to be durable and weatherproof and is to be displayed throughout the works period; and
- (b) the approved hours of work, the name of the site manager, the responsible managing company, its address and contact phone number for any enquiries, including construction/ noise complaints are to be displayed on the site notice.

### 3.2.4 Complaints and Enquiry Management

RailCorp will maintain a project contact phone number for the duration of the construction works and the first year of operation. The community must also be provided with both a postal address and an email address to which complaints and enquiries can be sent.

Details of all complaints and enquiries received are to be recorded in a register. The register must include, but not be limited to:

- (a) the date and time, where relevant, of the complaint or enquiry;
- (b) the means by which the complaint or enquiry was made (telephone, mail or e-mail);
- (c) any personal details of the complainant or enquirer that were provided, or if no details were provided, a note to that effect;
- (d) the nature of the complaint or enquiry
- (e) any action(s) taken in relation to the complaint or enquiry, including any follow-up contact with the complainant or enquirer; and
- (f) if no action was taken in relation to the complaint or enquiry, the reason(s) why no action was taken.

## 3.3 Environmental Management

### 3.3.1 Environmental Induction

Before construction begins, all contractors must be inducted by the proponent on the key project interfaces, associated environmental risks and mitigation measures.

### 3.3.2 Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) must be prepared for all works under this Determination, and implemented before construction begins. The CEMP must be prepared in accordance with these Conditions, REF mitigation measures, DTRS Environmental Management Plan and all relevant Acts and Regulations. The CEMP must include:

- (a) all environmental management sub-plans required by these Conditions;
- (b) details of environmental controls to be implemented including location and timing;
- (c) definition of the role, responsibility, authority, accountability and reporting of personnel relevant to compliance with the CEMP;
- (d) environmental controls maps which provide a visual representation of all the controls that are to be implemented on site;
- (e) details of the induction and training of all employees, contractors and sub-contractors on the requirements of the CEMP; and,
- (f) a program for site inspections and audits.

The CEMP and any other required plans, as detailed in these Conditions, are required to be approved by RailCorp before work begins.

### 3.3.3 Standard Construction Hours

Construction activities must 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.

All works outside normal hours must gain written approval from the proponent and the community must be notified at least five days in advance, of the proposed works.

## 3.4 Environmental Controls

UGL Infrastructure must be fully compliant with environmental controls and measures specified in the REF. Any exemption and/or variations from these controls must be justified and approved by RailCorp before work begins. In addition to the measures specified by the REF, the conditions must be satisfied as conditions of this Determination:

### 3.4.1 Soil and Water Management

CEMP will have to detail measures to prevent erosion and control sedimentation from the proposed works. Furthermore, the CEMP will detail methods to manage wastewater, particularly in relation to the following:

- any groundwater/rainwater that may be encountered in trenches;
- sewage from portable amenities, and
- wastewater from non-destructive excavation.

### 3.4.2 Contamination, and Hazardous Materials Management

No storage of chemicals is allowed on site.

As part of the CEMP, a strategy must be developed to effectively manage any contamination that may be encountered or suspected during the proposed works. The strategy should include, but not limited to:

- (a) safe procedures for working with potentially contaminated sites, including handling, storage and removal of contaminants;
- (b) clean up and verification; and
- (c) reporting to the RailCorp and other authorities.

### 3.4.3 Waste Management Plan

As part of the CEMP, a detailed Waste Management Plan (WMP) must be prepared and implemented to correctly identify waste streams and define proper strategies for effective management. In addition to the types of waste already been identified in the REF, proper consideration of waste concrete should be given in the WMP. Management of concrete waste must be in accordance with the *Environment Best Management Practice Guideline for Concreting Contractors (DECC, 2004)*

The WMP must include information about:

- (a) methods of handling, segregating and storage of all waste generated as part of the project;
- (b) the need for environmental safeguards and the adoption of environmentally sensitive work practices to minimise waste and advance the values of ecologically sustainable development;
- (c) arrangements for waste which cannot be re-used, recycled or reprocessed to be disposed of at a licensed waste disposal facility;
- (d) procedures for classifying waste in accordance with DECCW's *Waste Classification Guidelines (2009)*; and

- (e) Reporting on the amount of material generated, the amount recycled and the amount purchased with recycled content as part of the Project.

### **3.4.4 Traffic Management Plan**

The UGL must prepare a construction Traffic Management Plan (TMP). The TMP will have to further detail the mitigation measures outlined in the REF. The TMP will have to be prepared and implemented in consultation with the Sutherland Shire Council and will include:

- (a) identification of designated transport routes for heavy vehicles to the project site, including ingress and egress;
- (b) identification of haulage and construction vehicle volumes and detailing measures to minimise peak time congestion and intersection impacts at local and arterial roads;
- (c) measures to minimise traffic disruptions around the project site;
- (d) identification designated construction personnel parking areas;