



Transport for NSW

Hill Road upgrade at Sydney Olympic Park and Lidcombe

Appendix B –

Consideration of clause 228(2) factors and matters of national environmental significance and Commonwealth land

Clause 228(2) Checklist

In addition to the requirements of the *Is an EIS required?* guideline (DUAP 1995/1996) and the *Roads and Related Facilities EIS Guideline* (DUAP 1996) as detailed in the REF, the following factors, listed in clause 228(2) of the Environmental Planning and Assessment Regulation 2000, have also been considered to assess the likely impacts of the Proposal on the natural and built environment.

Factor	Impact
<p>a) Any environmental impact on a community?</p> <p>During construction, it is anticipated that there will be short-term impacts relating to noise, vibration and traffic and access with some minor impacts on vegetation and non-aboriginal heritage. Impacts would be managed and mitigated through safeguards listed in Chapter 7.</p> <p>The long-term benefit of the Proposal would result in an upgraded road and improved safety for the community.</p>	<p>Short-term negative (minor), temporary</p> <p>Long-term positive (moderate)</p>
<p>b) Any transformation of a locality?</p> <p>Construction of the Proposal would temporarily transform the existing locality, predominantly through a minor visual amenity impact, associated with the removal of vegetation and road construction activities. Impacts would be managed and mitigated through safeguards listed in Chapter 7.</p> <p>In the longer term, the Proposal would positively transport the road corridor. The upgrades of the existing alignment would result in the removal of some vegetation. However, through revegetation procedures and implementation of urban design principles, the overall landscape character and visual amenity of the Proposal would be improved.</p>	<p>Short-term negative (minor), temporary</p> <p>Long-term positive (moderate)</p>
<p>c) Any environmental impact on the ecosystems of the locality?</p> <p>Overall, the potential impacts of the proposed works on biodiversity are not considered to be significant. The Proposal would remove up to 0.67 hectares of native vegetation. The clearing of vegetation would primarily be associated with the modification of Hill Road and Parramatta Road intersection. Impacts would be managed and mitigated through safeguards listed in Chapter 7 (e.g. revegetation procedure).</p> <p>There would be no significant impact threatened species or ecological communities or their habitats, within the meaning of the BC Act or FM Act and therefore the preparation of an SIS or BDAR is not required. The Proposal is not likely to significantly impact threatened species, ecological communities or migratory species, within the meaning of the EPBA Act.</p>	<p>Short-term negative (minor), temporary</p>
<p>d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?</p> <p>There would be a minor reduction in the aesthetic quality of the locality due to the removal of vegetation, increase in road width and changes to intersections and footpaths. The existing aesthetic environment would be temporarily impacted by the presence of construction plant, equipment and staff.</p> <p>Mitigation measures would be implemented to reduce impacts and detailed design would be undertaken in line with the urban design principles of the Proposal. These include revegetation and landscaping of</p>	<p>Long-term negative (negligible)</p>

Factor	Impact
<p>the road corridor and retention of vegetation where possible (refer to Chapter 7).</p>	
<p>e) Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations?</p> <p>There would be a minor impact on a local heritage listing, Item No. I20. The impact would be from the direct removal of Shale gravel transition forest due to the upgrades at the intersection of Hill Road and Paramatta Road. Impacts would be managed and mitigated through safeguards listed in Chapter 7 (e.g. revegetation procedure).</p> <p>Overall, there would be no impacts on any locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations.</p>	<p>Short-term negative (minor), temporary</p>
<p>f) Any impact on the habitat of protected fauna (within the meaning of the <i>National Parks and Wildlife Act 1974</i>)?</p> <p>No, the Proposal would not impact on protected fauna as listed under the Act.</p>	<p>Nil</p>
<p>g) Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?</p> <p>The Proposal is unlikely to have significant impact on any threatened species, population or community listed under the BC Act or EPBC Act.</p> <p>The Proposal would remove up to 0.67 hectares of native vegetation and associated fauna habitat. The clearing of vegetation would primarily be associated with the modification of Hill Road and Parramatta Road intersection. Impacts would be managed and mitigated through safeguards listed in Chapter 7 (e.g. revegetation procedure).</p>	<p>Short-term negative (minor), temporary</p>
<p>h) Any long-term effects on the environment?</p> <p>It is unlikely that the Proposal would have any long-term effects on the environment</p>	<p>Nil</p>
<p>i) Any degradation of the quality of the environment?</p> <p>The Proposal has the potential to degrade the quality of the environment through noise, visual, water, air, erosion and sedimentation pollution as well as accidental spills during construction. The potential impacts would be managed using a suite of safeguards and mitigation measures, which are outlined in Chapter 7.</p> <p>The study area would be reduced as far as practicable and rehabilitated as work progresses to minimise impacts. Removal of native vegetation would be kept to a minimum and appropriate mitigation incorporated to manage impacts to native flora and fauna.</p> <p>Long-term, the Proposal would provide a range of benefits including improved traffic conditions, cyclists and pedestrian facilities as well as drainage and flood immunity features.</p>	<p>Short-term negative (minor)</p> <p>Long-term positive (moderate)</p>
<p>j) Any risk to the safety of the environment?</p>	

Factor	Impact
During construction, the Proposal is likely to reduce safety along the existing corridor and surrounding roads. Safety impacts would be managed through appropriate signage and a TMP.	Short-term negative (minor)
During operation, The Proposal would provide improved active transport safety with the new SUP.	Long-term positive (moderate)
k) Any reduction in the range of beneficial uses of the environment?	
The Proposal would result in traffic impacts during construction. Construction traffic impacts would involve an increase in the volume of heavy vehicles, interruption of traffic flow and speeds and temporary obstructions to access to social infrastructure. These traffic impacts would reduce the beneficial use of Hill Road during the construction phase.	Short-term negative (minor)
In the long term, the Proposal would be support future uses (e.g. development and Precincts) and there would be no reduction in the range of beneficial uses of the environment.	Long-term positive (moderate)
l) Any pollution of the environment?	
There would be some potential noise, visual, air, water, erosion and sedimentation impacts associated with the construction of the Proposal.	Short-term negative (negligible)
Construction activities would be carefully managed with numerous safeguards and mitigation measures (refer to Chapter 7). The environmental safeguards and mitigation measures would be incorporated into the CEMP.	
m) Any environmental problems associated with the disposal of waste?	
Waste would be generated across a number of waste streams during construction. These streams would be managed in accordance with the <i>Waste Avoidance and Resource Recovery Act 2001</i> and recycled where possible. Any waste generated during the proposed works would be contained and removed for disposal to approved facilities or to licensed landfill. Impacts would be managed and mitigated through safeguards listed in Chapter 7.	Nil
n) Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?	
The Proposal would require resources such as concrete, road furniture and steel for signalisation and signage. These are common construction materials and readily available. The Proposal would not create any increased demand on these resources.	Nil
o) Any cumulative environmental effect with other existing or likely future activities?	
There is the potential for the Proposal to have a cumulative environmental effect with other existing or likely future activities. The key cumulative impacts associated with construction include traffic congestion and delays, visual amenity and noise and vibration. Impacts would be managed and mitigated through safeguards listed in Chapter 7.	Short-term negative (minor)
The Proposal would have a long-term positive cumulative impact on road safety and visual amenity.	Long-term positive (moderate)

Factor	Impact
<p>p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?</p> <p>The Proposal is not located within a coastal area and would not result in any impact on coastal processes and coastal hazards.</p>	Nil

Matters of National Environmental Significance and Commonwealth land

Under the environmental assessment provisions of the EPBC Act 1999, the following matters of national environmental significance and impacts on Commonwealth land are required to be considered to assist in determining whether the Proposal should be referred to the Australian Government Department of Agriculture, Water and the Environment.

A referral is not required for proposed actions that may affect nationally listed threatened species, endangered ecological communities and migratory species. Impacts on these matters are still assessed as part of the REF in accordance with Australian Government significant impact criteria and taking into account relevant guidelines and policies.

Factor	Impact
a) Any impact on a World Heritage property?	Nil
b) Any impact on a National Heritage place?	Nil
c) Any impact on a wetland of international importance?	Nil
d) Any impact on a listed threatened species or communities?	Nil
e) Any impacts on listed migratory species?	Nil
f) Any impact on a Commonwealth marine area?	Nil
g) Does the Proposal involve a nuclear action (including uranium mining)?	Nil
h) Additionally, any impact (direct or indirect) on the environment of Commonwealth land?	Nil