

## Addendum REF Memo

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**To** Acting Regional Director West

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**From** Project Manager Parkes Bypass

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**Priority** ROUTINE

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**Date** 20.10.2023

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**Subject** Addendum Review of Environmental Factors - Southern Tie In (Stage B)  
Traffic Staging, Northern Tie In Traffic Staging, and Water Main Relocation

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### Proposed modification

Modification to the Parkes Bypass Review of Environmental Factors (July 2019).

### Background

Transport for NSW (TfNSW) is building a new 10.5 kilometre bypass of the Newell Highway at Parkes (the Parkes Bypass, the project). The Parkes Bypass will divert heavy vehicle traffic out of the Parkes town centre. It will be located about 1.5 to two kilometres west of the existing Newell Highway and will generally include one lane in each direction. The Parkes Bypass will depart from the existing Newell Highway to the south near Parkesborough Road and will re-join the highway to the north of Parkes near Maguire Road.

The key features of the project include:

- A two-lane road (one lane in each direction) with five key intersections including:
  - Two T-intersections, north and south between the existing Newell Highway and the Bypass:
  - A split T-intersection at London Road
  - A four-way roundabout at Condobolin Road
  - A T-intersection with Bogan Road.
- Two bridges:
  - A bridge over two rail lines and Hartigan Avenue
  - A bridge over the Bypass on Victoria Street.
- An extension of Hartigan Avenue (Henry Parkes Way) with intersection with Brolgan Road, Billy Mac Place and Condobolin Road.

- Realignment, reconfiguration, and changes to local roads including:
  - Shifting part of Moulden Street to the west
  - Maguire Road and Nock Road converted to cul-de-sacs
- New connection between Brolgan Road and Hartigan Avenue
- Connection between Thomas Street and Mitchell Street via the Reedsdale Road extension.
- A new shared path for pedestrians and cyclists which will connect Brolgan Road, Condobolin Road and Victoria Street

A Review of Environmental Factors (REF) was prepared for the Parkes Bypass in July 2019 (referred to as the project REF; RMS 2019). The project REF was placed on public display between 1 July 2019 and 9 August 2019 for community and stakeholder comment.

A Submissions report dated December 2019 (TfNSW 2019) was prepared to respond to issues raised during the public display and assessed proposed changes as a result of design refinement.

An Addendum REF was prepared in March 2021 to assess changes as a result of the detailed design. Two Addendum REFs were prepared in December 2022 to assess changes as a result of utilities relocations and Parkes Golf Course Reconfiguration.

Naturally Occurring Asbestos (NOA) was discovered on site on 9th September 2022 at various locations. A Naturally Occurring Asbestos Management and Remediation Plan was developed which recommended onsite encapsulation as the preferred remediation strategy.

An Addendum REF was prepared in March 2023 for the construction of six NOA Encapsulation cells. The cells were approved to be constructed below the existing ground level at strategic locations between Thomas Street (Chainage 33750) and Bogan Road (Chainage 35850) on the eastern side of the current road design.

A Consistency Review Memo was prepared in September 2023 for the Newell Highway Southern Tie In (Stage A) work. The activities approved under the modification included the temporary construction of a shoulder widening west of the existing Newell Highway to enable traffic staging.

An addendum REF was prepared in September 2023 for the construction of two additional NOA Encapsulation cells. The cells were approved to be constructed below the existing ground level at strategic locations on the Western side of the alignment MC10 between CH33550 and CH34150 below the existing approved noise mound excluding the area of the twin-cell 1800x900 box culvert at Chainage 33785.

Since preparation of the project REF and associated documents, updates to traffic staging plans including temporary widenings to facilitate two-way flow of the Newel Highway and meet Austroads design requirements for lateral shifts are required. Furthermore, subsequent detailed utility investigations and a review of the design revealed that there was an unacceptable risk of failure to the existing watermain from the project.

## Purpose

The purpose of this memo is to:

- Describe the proposed modification.
- Document and assess the likely impacts of the proposed modification on the environment.
- Detail protective measures to be implemented.
- Document the recommendation of the Transport Senior Manager Environment and Sustainability

and the decision by the Transport delegated manager whether or not to determine the modification to the project.

This memo is an addendum to and is to be read in conjunction with the:

- Parkes Bypass Review of Environmental Factors (July 2019)
- Parkes Bypass Addendum Review of Environmental Factors (March 2021)
- Parkes Bypass Addendum 2 Review of Environmental Factors (December 2021)
- Parkes Bypass Addendum 3 Review of Environmental Factors (December 2021)
- Parkes Bypass Consistency Review Memo (July 2022)
- Parkes Bypass Addendum 4 Review of Environmental Factors (March 2023)
- Parkes Bypass Consistency Review Memo (September 2023)
- Parkes Bypass Addendum 5 Review of Environmental Factors (September 2023)

### Description of proposed modification

TfNSW propose to modify the Parkes Bypass project as outlined below:

#### 1) Southern Tie In (Stage B) Traffic Staging

This modification involves the construction of shoulder widening east of the existing Newell Highway in order to enable updated traffic staging which meets the Austroads design requirements for lateral shifts and maintain two-way flow of the Newell Highway.

Within this footprint, the existing topsoil will be stripped. The existing surface will then be excavated to the temporary subgrade height (0.48m below finished surface), before being treated with an approved foundation treatment, in accordance with TfNSW R44. Pavement layers, to a depth of 0.48m will be installed, which will consist of 360mm of DGS20, and 120mm of DGB20, before a wearing surface consisting of a bitumen seal will be applied.

To enable this work, an additional clearing footprint of approximately 0.064ha will be required (shown in green in Figures 1). After completion of these works, temporary widening will be removed, and the area rehabilitated.

Information on the approved temporary works for Southern tie Stage A is accessible in the REF consistency review memo (September 2023).



Figure 1 - Southern Tie In Stage B Clearing Limits

#### 2) Northern Tie In Traffic Staging



This modification involves the construction of a shoulder widening east and west of the existing Newell Highway in order to enable updated traffic staging which meets the Austroads design requirements for lateral shifts and maintain two-way flow of traffic on the Newell Highway.

Within this footprint, the existing topsoil will be stripped. The existing surface will then be modified to meet the temporary subgrade height (0.48m below Stage A finished surface), in accordance with TfNSW R44. Pavement layers, to a depth of 0.48m will be installed, which will consist of 360mm of DGS20, and 120mm of DGB20, before a wearing surface consisting of a bitumen seal will be applied.

Temporary drainage will be installed under the Stage B alignment, into the existing pipe culvert present, to allow for water to flow from west to east at that point.

To enable this work, an additional clearing footprint of approximately 0.231ha will be required as previously assessed by the ecologist. Moreover, additional 0.25ha of landscaping planting will be impacted, later stage of work, to construct the temporary route diversion from the existing Newell Highway shown in the figure 2 and 3 (area marked in green, left side of photo).

In summary, figure 2 and 3 represents additional clearing (marked in green). After completion of these works, temporary widening will be removed, and the area rehabilitated.



Figure 2 - Northern Tie In Stage B Clearing Limits



Figure 3 - Northern Tie In Stage C Clearing Limits

### 3) Water Mains Relocation

This modification involves the relocation of a watermain east of the existing Newell Highway.

The methodology includes vegetation clearing and stripping of existing topsoil. The watermain trench will then be excavated to design depth (see Figures below), pipeline installed, and the trench backfilled with compacted fill. The existing watermain will be disconnected and decommissioned. The disturbed areas will then be rehabilitated.



Figure 4 – Maguire Rd Watermain Clearing Limits

To enable these works an additional clearing footprint, area marked in green in Figure 4, of approximately 0.384ha to the east of the project will be required.

**Need for the proposed modification**

1) Southern Tie In (Stage B) Traffic Staging

Temporary traffic staging associated with the Southern Tie In Stage B is needed to allow for the safe and efficient construction of the Southern Tie In to the Newell Highway. The modifications are required to enable updated traffic staging which meets the Austroads design requirements for lateral shifts and maintain two-way flow of the Newell Highway and reduce the likelihood of end of que collisions.

2) Northern Tie In Traffic Staging

Temporary traffic staging associated with the Northern Tie In is needed to allow for the safe and efficient construction of the Northern Tie In to the existing Newell Highway. The modifications are required to enable updated traffic staging which meets the Austroads design requirements for lateral shifts and maintain two-way flow of the Newel Highway which should reduce the likelihood of end of que collisions.

3) Water Mains Relocation

The relocation of the watermain at the Northern Tie In is required as the project will create an unacceptable risk of pipeline failure from loading on top of the existing asbestos containing material (ACM) watermain with material from the road embankment. Loading from this embankment would also reduce the accessibility for maintenance to this utility.

**Options considered**

Southern Tie In (Stage B) Traffic Staging

Option 1 – Do Nothing:

This option involves no changes to the existing Newell Highway or its footprint. It does not impact any additional vegetation, however, it does not allow for the safe construction of the Southern Tie

In to the Newell Highway. There would be increased road user delays and increased risk of end of que collisions as two way traffic flow would not be possible.

Option 2 – Proposed Widening:

This option involves a widening of the eastern shoulder of the existing Newell Highway, approximately 100m south of existing limit of works, requiring additional clearing of approximately 0.064ha of vegetation assessed as non-native. This option will enable the proposed traffic staging which allows for two way flow of the Newell Highway and meet the Austroads design requirements.

Option 3 – Complete Side Track:

This option involves a complete side track around the Southern Tie In to the existing Newell Highway, for approximately 1000m. This option would enable two way flow of the Newel Highway and minimize the impact to road users. However, the side track would not be within the current approved clearing footprint, requiring additional vegetation clearing of 1.65ha, that includes 1.0ha of vegetation classified as a Threatened Ecological Community. This option would also involve additional interactions with the APA Marsden to Dubbo High Pressure Gas Main.

Northern Tie In Traffic Staging

Option 1 – Do Nothing:

This option involves no changes to the existing Newell Highway or its footprint. It does not impact any additional vegetation, however it does not allow for the safe construction of the Southern Tie In to the Newell Highway. There would be increased road user delays and an increased risk of end of que collisions as two way traffic flow would not be possible.

Option 2 – Proposed Widening

This option involves a widening of the eastern shoulder of the existing Newell Highway for approximately 150m, and the western shoulder of the existing Newell Highway for approximately 115m north of the existing limit of works. The proposed widening requires additional clearing of 0.231ha of vegetation assessed as non-native. In addition, 0.25ha of previously mapped landscaping planting vegetation impacted. This option will enable the proposed traffic staging which allows for two way flow of the newel highway and meet the Austroads design requirements.

Option 3 – Complete Side Track

This option would involve a side track around the Northern Tie In to the existing Newell Highway, for approximately 600m. This would enable two way flow of the Newell Highway and minimize the impact to road users. However, this option has a greater impact on the adjacent vegetation, with an additional 1.2ha of clearing required outside of the approved clearing footprint and study area. In addition, it would require clearing of three native hollow borrowing trees. This option also involves additional interactions with the Peak Hill water mains that runs to the east of the existing Newell Highway.



## Water Mains Relocation

### Option 1 – Do Nothing

This option would involve no change to the existing water main onsite. There would be no additional impacts to any vegetation. However, there would be an unacceptable risk of the water main failing due to pressure exerted from the new road embankment.

### Option 2 – Relocate Watermain pipeline (Proposed option)

This option would involve relocating approximately 450m of the water main away from the new road embankment location, and stabilizing the old watermain pipeline with grout to prevent potential failure of the redundant pipe at a later date. Relocating the watermain pipeline would allow for the new road embankment to be constructed without posing a risk to the water supply and would not result in the watermain being inaccessible due to the presence of concrete slabs or other similar protection.

As per the ecological assessment report, temporary works for the installation of a water pipeline requires additional clearing of 0.384 hectares. The field survey identified 0.079 hectares as PCT 796 - *Derived grassland of the NSW South Western Slopes*. This patch of PCT 796 was not aligned to a TEC or CEEC. The remainder 0.305 was dominated by exotic flora species confirming the remainder of the development footprint was not consistent with a Plant Community. In addition, three hollow borrowing and habitat trees identified as Sugar gum (*Eucalyptus cladocalyx*) would need to be cleared for the works.

### Option 3 – Protect Watermain

This option would involve placing physical protection over and/or around the existing watermain for approximately 450m. This would aim to protect the watermain from impacts during construction, and partially protect the watermain from the increased weight of the embankment acting on it.

This option would not guarantee the protection of the watermain pipeline from the impacts of the increased weight of the embankment, given settlement on the asbestos pipeline presents a risk to the pipe due to its brittle nature. Protection slabs would also create additional maintenance access issues, which would be prohibitive to pipeline maintenance.

## **Consultation**

Community and stakeholder engagement for the Parkes Bypass project is discussed in chapter 5 of the project REF and in the Submissions report. Additional consultation occurred with Parkes Shire Council (the water main asset owner) occurred between March 2023 and May 2023.

## **Impact assessment**

Attachment A addresses the environmental factors specified in section 171 of the Environmental Planning and Assessment Regulation 2021.

## **Soil and Contamination**

The proposed modification would have a minor additional impact on soil from the increased ground disturbance associated with the temporary works. There is no known contamination in the area as contamination assessments undertaken as part of the REF covered this area. The impacts are consistent with the determined project REF, occur within the REF boundary, EPL premises boundary, and can be managed with the existing safeguards.

The existing watermain is known to be constructed of ACM (Asbestos Containing Material). The decommissioning of this will be managed in accordance with the project CEMP including relevant subplans, WHS and Environmental statutory requirements.

### **Waterways and water quality**

The additional ground disturbance has the potential to increase the risk of erosion and sedimentation. The water mains pipeline replacement work area is adjacent to the existing resident farm dam. The progressive erosion and sediment control plan will need to be updated covering mitigation measures for the proposed work area. The impacts from the proposed modification are consistent with the determined REF and would not result in any new impact to water quality.

### **Noise and vibration**

There are no residential receivers that will be affected at any greater levels of noise or vibration as those assessed in the Project REF. The impacts from the proposed modifications are consistent with the noise and vibration impacts assessed in the determined project REF.

### **Air quality**

Minor negative short-term impacts compared to the determined REF. There will be additional vehicle emissions and the potential dust generation as a result of the works. Dust generation will be mitigated using the existing project safeguards.

### **Aboriginal heritage**

Neutral impacts compared to the determined REF.

The proposed modification is to occur within the REF (2019) study area. There were no Aboriginal Heritage items report within or nearby the areas impacted by the proposed modification.

Updated AHIMS searches were completed for the areas impacted by the proposed modification on 12 July 2023 (Southern Tie In) and 11 September 2023 (Northern Tie In and Water Main Relocation), which indicated there were no Aboriginal sites or places recorded in the areas impacted.

The impacts from the proposed modifications are consistent with the Aboriginal Heritage Impacts assessed in the determined project REF.

### **Non-Aboriginal heritage**

Neutral impacts compared to the determined project.

The proposed modification is to occur at locations assessed in the REF (2019) study area. There were no known Non-Aboriginal Heritage items report within or nearby the areas impacted.

The impacts from the proposed modification are consistent with the Non-Aboriginal Heritage Impacts assessed in the determined project REF.

### **Biodiversity**

The proposed modification will have minor negative impacts on biodiversity compared to the determined project. The cumulative proposed works will require additional clearing of an estimated 0.929ha, of which 0.600ha has been classified as non-native, 0.250ha has been classified as landscape plantings and the remaining 0.079ha has been classified as PCT796 *Derived grassland of the NSW South Western*



*Slopes*. No threatened species or Threatened Ecological Communities (TEC) were identified to be present in the development footprint.

Details of the impacts on biodiversity for each section of the proposal are as follows:

- **Southern Tie In:**  
The temporary works will require approximately 0.064 hectares of additional land to be cleared and grubbed. Previous ecological surveys in the REF (2019) identified 0.015 hectares of this area as PCT 80 – Western Grey Box – White Cypress Pine tall woodland on loam soil on alluvial plains of NSW South Western Slopes Bioregion and Riverina Bioregion (moderate to good) which aligned with the TEC *Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Penepplain, Nandewar and Brigalow Belt South Bioregions* - BC Act. However, this TEC patch overlapped part of the Newell Highway. An additional Ecological Assessment (Appendix C) re-assessed this 0.015ha patch and classified the vegetation as non-native vegetation not consistent with the Inland Grey Box woodland TECs listed under either the BC Act or EPBC Act. As such, the full 0.064 hectares of additional clearing for the southern tie in works is considered non-native vegetation. There were no threatened flora or fauna species recorded in the development footprint.
- **Northern Tie In:**  
The temporary works will require approximately 0.481 hectares of additional land to be cleared and grubbed. Of this 0.25ha has been classified as landscape plantings in the REF (2019). The remaining 0.231ha of vegetation was assessed and classified as non-native vegetation in the additional Ecological Assessment (Appendix C). There were no threatened flora or fauna species recorded in the development footprint.
- **Water Mains Relocation:**  
The temporary works will require approximately 0.384 hectares of additional land to be cleared and grubbed. The development footprint has been previously mapped as PCT0 – *Non-Native vegetation*, defined as highly disturbed areas with no or limited native vegetation. The additional Ecological Assessment (Appendix C) confirmed 0.305ha of vegetation was consistent with this, however classified 0.079ha as PCT796 *Derived grassland of the NSW South Western Slopes*. PCT796 did not align with any TEC listed under either the BC Act or EPBC Act. Three additional hollow bearing and habitat trees Sugar gum (*Eucalyptus cladocalyx*) were identified to be impacted by the water mains relocation. There were no threatened flora or fauna species recorded in the development footprint.

The existing project biodiversity safeguards will be implemented during clearing and grubbing. Temporary areas will be revegetated in accordance with the Project Landscaping Plan.

## Traffic and transport

Positive short-term impact compared to the determined REF. The proposed modification is to further mitigate any traffic and transport risk associated with the tie in works by enabling the temporary works to meet Austroads design requirements for lateral shifts and enable the continued two-way flow of the Newell Highway. The long-term impacts are consistent with the Traffic and transport impacts assessed in the determined project REF.

## Socio-economic issues

Neutral impacts compared to the determined project.

The impacts from the proposed modifications are consistent with the socio-economic issues assessed in the determined project REF.

## Landscape character and visual impacts

Minor negative short-term impacts to visual amenity would be experienced during construction. The long-term impacts of the proposed modifications are consistent with the landscape character and visual impacts assessed in the determined project REF. Landscaping and revegetation will occur in accordance with landscape design drawings.

## Waste

Neutral impacts compared to the determined project.

The existing water mains (pipe) is expected to be contaminated with asbestos materials which is to be managed as per the construction waste and resource recovery management plan.

## Cumulative impacts

Neutral impacts compared to the determined REF. The potential cumulative impacts are consistent with those in the determined REF.

## Summary of additional or revised safeguards

No additional or revised safeguards are required.

## Licences, permits or approvals

All relevant licenses, permits, notifications and approvals needed for the Parkes Bypass Project and when they need to be obtained are listed in the Parkes Bypass REF (2019). There are no changes to the list of requirements. The Environmental Protection License (EPL) boundary has been updated to facilitate temporary works for the Southern Tie In, Northern Tie In (Newell Highway extension) and replacement of water mains.

## Conclusion

All relevant safeguards identified in the Parkes Bypass REF (July 2019) and Parkes Bypass Addendum REF (March 2021) would be applied to this work. No additional or revised safeguards are required.

Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) applies to the proposed modification. The proposed modification has been reviewed in the context of the Parkes Bypass REF, determined addendums, and endorsed consistency reviews and considered against the requirements of sections 5.5 and 5.7 of the EP&A Act.

In considering the proposed modification this assessment has examined and taken into account to the fullest extent possible, all matters affecting or likely to affect the environment by reason of that activity as addressed in this memo, and associated information. This assessment is considered to be in accordance with the factors specified in section 171 of the Environmental Planning and Assessment Regulation 2021.

The Parkes Bypass Project including the proposed modification described in this memo will have some environmental impacts which can be ameliorated satisfactorily. Having regard to the safeguards and management measures proposed, it is considered that the expected environmental impacts are unlikely to be significant and an environmental impact statement is not required under Division 5.2 of the EP&A Act.

The assessment has considered the potential impacts of the activity on the biodiversity values listed under the Biodiversity Conservation Act 2016 and the Fisheries Management Act 1994.

The Parkes Bypass Project including the proposed modification described in this memo will not significantly affect biodiversity values listed under the Biodiversity Conservation Act 2016. Therefore, the concurrence of the Coordinator General of the Environment and Heritage Group of Department of Planning and Environment and a species impact statement or a Biodiversity Development Assessment Report (BDAR) is not required.

In addition to the above, the assessment considered the effect of the activity on:

- Conservation agreements under the *National Parks and Wildlife Act 1974*.
- Plans of management under the *National Parks and Wildlife Act 1974*.
- Biodiversity stewardship sites under the *Biodiversity Conservation Act 2016*.
- Wilderness areas under the *Wilderness Act 1987*.

The assessment has also addressed the potential impacts of the activity on matters of national environmental significance and any impacts on the environment of Commonwealth land and concluded that there will be no significant impacts. Therefore, there is no need for a referral to be made to the Australian Government Department of Agriculture, Water and the Environment for a decision by the Australian Minister for the Environment on whether assessment and approval is required under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) or for application of the EPBC Act strategic assessment for Transport activities assessed under Part 5 of the EPBC Act.

This memo is considered to be of adequate quality and meets all relevant requirements.

The proposed modification has been characterised in the context of the Parkes Bypass Project and is considered to be consistent with that project’s objectives and key features. While the proposed modification would increase the overall environmental impacts of the determined project, it is substantially the same as the activity described and assessed in the determined REF and does not constitute an entirely new activity.

## Certification

This minor works addendum REF provides a true and fair description of the scope and potential impacts of the proposal to modify the Parkes Bypass Project and the Southern Tie In temporary works Stage B, and Northern Tie In works, and replacement of watermains pipeline (utility work).

Prepared by:

[Insert signature]

Project Manager

Reviewed by:

[Insert signature]

Senior Environment and Sustainability Officer,

## Recommendation

It is recommended that the proposal to modify the Parkes Bypass - Extension Southern and Northern Tie In In Newell Highway (temporary works), and water mains (permanent works) as described in this memo proceed subject to the implementation of all safeguards and management measures identified in this memo and in the Parke Bypass REF and determined Addendum REFs and compliance with all other relevant statutory approvals, licences, permits and authorisations. Consideration of this proposed modification has examined and taken into account, to the fullest extent possible, all matters likely to affect the environment by reason of the activity and established that the activity is not likely to significantly affect the environment. The memo has concluded that there will be no significant impacts on matters of national environmental significance or the environment of Commonwealth land.

Recommended by:

[Insert signature]

Senior Project Manager,

[Insert signature]

Transport Senior Manager Environment and Sustainability - West

## Determination

Determined by:

[Insert signature]

Acting Regional Director West

Date:



## Appendices

Appendix A – Section 171 EP&A Regulation checklist

Appendix B - Complete list of safeguards

Appendix C – Ecological Assessment and Preclearing Survey Report

Appendix D – AHIMS Search Report

# Appendix A: Environmental Planning and Assessment Regulation 2021 checklist

The following factors, listed in section 171(2) of the Environmental Planning and Assessment Regulation 2021, have been considered to assess the likely impacts of the proposal on the natural and built environment. This consideration is required to comply with sections 5.5 and 5.7 of the EP&A Act.

| Environmental factor  | Impact   |
|---|--|
| <p>(a) <b>Any environmental impact on a community?</b></p> <p>The proposed work may cause minor short-term environmental impacts on the community, such as delays trafficking. The maintenance works would have no environmental impact on a community in the long-term and road users would benefit from safer travelling conditions.</p>  | <p>Short term negative, long term neutral</p>              |
| <p>(b) <b>Any transformation of a locality?</b></p> <p>The proposed work will result in short term negative impacts whilst construction is ongoing.<br/>The long-term impacts would be neutral as the proposed areas will be rehabilitate in accordance with the landscaping plan</p>   | <p>Short term negative, long term neutral</p>              |
| <p>(c) <b>Any environmental impact on the ecosystems of a locality?</b></p> <p>The proposal would have minor environmental impacts on the ecosystems of a locality. The proposed modification will be rehabilitated in consistency with the landscape management plans.</p>   | <p>Minor short-term impacts, neutral long-term impacts</p> |
| <p>(d) <b>Any reduction of the aesthetic, recreational, scientific, or other environmental quality or value of a locality?</b></p> <p>The proposal would have minor temporary aesthetic impacts during construction. In the long term the proposal would not reduce the aesthetic, recreational, scientific, or other environmental quality or value of the locality, as works would generally be contained within the existing road formation.</p>             | <p>Minor short-term negative, long-term neutral</p>        |
| <p>(e) <b>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?</b></p> <p>The proposal would not have an effect on a locality, place or building of significance or other special value for present or future generations.</p>  | <p>Nil</p>   |
| <p>(f) <b>Any impact on habitat of any protected animals (within the meaning of the Biodiversity Conservation Act 2016)</b></p> <p>The proposal would only impact on additional three hollow borrowing trees (habitat trees) of any protected animals due to the limited scope of works for the proposed activities and the implementation of the safeguards given in Appendix C of this addendum memo.</p>   | <p>Nil</p>   |
| <p>(g) <b>Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?</b></p> <p>There would be minor additional short-term impacts to native vegetation and habitat from the temporary works. There would be no additional impacts to Endangered Ecological Communities or Threatened Ecological Communities. There were no Threatened Flora and Fauna recorded to be impacted by the proposal.</p> | <p>Minor short-term negative, neutral long-term</p>        |

|     |   |                                     |
|-----|---|-------------------------------------|
| (h) | <p><b>Any long-term effects on the environment?</b></p> <p>There are no anticipated negative long-term effects on the environment from the works due to the limited scope of these works and the implementation of the safeguards in the CEMP and sub plans</p>   | Nil                                 |
| (i) | <p><b>Any degradation of the quality of the environment?</b></p> <p>The proposal would potentially degrade the quality of the environment in the short-term, however the potential impacts would be minimised with the rehabilitation of the site upon completion of temporary works.</p>   | Minor short-term, neutral long term |
| (j) | <p><b>Any risk to the safety of the environment?</b></p> <p>The proposal would have minimal risk to the safety of the environment due to the limited scope of works and implementation of standard existing safeguards.</p>   | Nil                                 |
| (k) | <p><b>Any reduction in the range of beneficial uses of the environment?</b></p> <p>The proposal would not cause any reduction of range of beneficial uses of the environment</p>  | Nil                                 |
| (l) | <p><b>Any pollution of the environment?</b></p> <p>There would be a minor increase in vehicle emissions associated with the works. No other pollution is expected from the modification when CEMP mitigation measures applied.</p>  | Minor negative                      |
| (m) | <p><b>Any environmental problems associated with the disposal of waste?</b></p> <p>The majority of waste or resources generated during the proposed temporary would-be topsoil and spoil and will be beneficially reused onsite.</p> <p>Any waste generated on site to be managed as per the construction waste and resource recovery management plan.</p>  | Neutral                             |
| (n) | <p><b>Any increased demands on resources, natural or otherwise which are, or are likely to become, in short supply?</b></p> <p>The proposal would not significantly increase demands on resources, which are, or are likely to become, in short supply. Relatively small amounts of materials would be required for the proposed work.</p>  | Neutral                             |
| (o) | <p><b>Any cumulative environmental effect with other existing or likely future activities?</b></p> <p>Any cumulative effects with other or future activities would be minimal due to the limited scope of works for the activities covered in this addendum memo.</p>   | Nil                                 |
| (p) | <p><b>Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?</b></p> <p>The proposal would not have an impact on coastal processes or hazards.</p>   | Nil                                 |
| (q) | <p><b>Any impact on applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1?</b></p> <p>The proposed modification is in line with objective 1 and 20 of the Central West and Orana Regional Plan 2041:</p> <ul style="list-style-type: none"> <li>• Objective 1: Deliver the Parkes Special Activation Precinct and share its benefits across the region</li> </ul> | Positive                            |

|     |   |     |
|-----|---|-----|
|     | <ul style="list-style-type: none"> <li>• Objective 20: Protect and leverage the existing and future road, rail and air transport networks and infrastructure</li> </ul>   |     |
| (r) | <p><b>Any impact on other relevant environmental factors?</b></p> <p>In considering the potential impacts of this proposal all relevant environmental factors have been considered, refer to impact assessment section of this addendum memo]</p> | Nil |



## Appendix B: Complete list of safeguards

Environmental safeguards for Parkes Bypass are listed below. Additional safeguards identified in this addendum minor works REF memo are included in bold and italicised font. The safeguards will be incorporated into the CEMP and implemented during construction and operation of the proposed modification, should it proceed. These safeguards will minimise potential adverse impacts arising from the proposed works on the surrounding environment.

# Appendix C: Ecological Assessment and Pre-Clearing Report

# Appendix D: AHIMS Search Report