



M12 Motorway

Division 5.2

Consistency assessment report

Cecil Road Laydown, Sediment Basin and
Dam Water Take

Transport for NSW | July 2024

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1. Introduction

1.1 Background

The NSW Minister for Planning and Public Spaces approved the M12 Motorway (CSSI 9364) under section 5.19 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 23 April 2021. The approval incorporated the Minister's conditions of approval. For the purposes of this consistency assessment, the Approval issued by the NSW Minister for Planning and Public Spaces for the M12 Motorway and the approved modifications are referred to as the Division 5.2 Approval.

The M12 Motorway was referred to the Australian Government Minister for the Environment and Energy under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) due to impact of listed threatened species and communities (section 18 and 18A of the EPBC Act) and was subject to assessment via the NSW Bilateral agreement (2015). The Australian Government Minister's approval was received on 3 June 2021 subject to conditions. For the purposes of this consistency assessment, the approval issued by the Australian Government Minister for the Environment is referred to as the EPBC Approval.

The M12 Motorway Project was assessed as part of an Environmental Impact Statement (EIS), Submission Report, Amendment Report, Amendment Report Submissions Report (ARSR) and ARSR Biodiversity Amendment Report, and the subsequent consistency assessments detailed in Section 4. These documents are collectively referred to as the M12 Environmental Assessment Documentation (M12 EAD).

The M12 Motorway Project is being constructed in separate stages or work packages:

- M12 West – between The Northern Road, Luddenham and about 250 metres east of Badgerys Creek
- M12 Central – between about 500 metres west of South Creek and the Western Sydney Parklands at Duff Road, Cecil Park
- M12 Central temporary roundabout installation
- M12 East (the subject of this consistency assessment) as part of the M7-M12 Integration project:
 - Elizabeth Drive connections (EDC) – connections between the M12 Motorway and Elizabeth Drive at Cecil Park
 - the M7/M12 interchange – a grade-separated motorway-to-motorway connection between the M7 and M12 Motorways.

Each M12 Motorway package of works is being delivered under separate contracts on behalf of the proponent, Transport for NSW (Transport).

M12 East package

This consistency assessment relates to the M12 East package of works. There are no proposed changes for the M12 West or M12 Central package considered within this consistency assessment. The M12 East package involves two components of work as described below.

Construction of this package will involve connecting Elizabeth Drive to the M12 Motorway and the upgrade of approximately two kilometres of Elizabeth Drive from east of Duff Road to 300 metres east of the M7 Motorway. The package includes:

- M12 Motorway eastbound exit ramp to Elizabeth Drive and M12 westbound entry ramp from Elizabeth Drive
- The realignment of Wallgrove Road through properties to the existing Cecil Road and Elizabeth Drive intersection
- The realignment of Cecil Road to connect it to the new Wallgrove Road

- The realignment of the M7 Motorway northbound entry ramp from Elizabeth Drive and the northbound exit ramp to Elizabeth Drive
- Upgrading of Elizabeth Drive from two to three lanes in both directions from the Elizabeth Drive/M12 Motorway intersection to the Elizabeth Drive/M7 Motorway southbound entry and exit ramp intersection with provisions for three lanes on the remaining sections
- Tie-ins to Elizabeth Drive
- Five signalised intersections
- Protection, relocation and installation of utilities
- Urban design features including interpretive signage and landscape planting
- Active transport (pedestrian and cyclist) facilities through the provision of a shared user path, including connections to existing paths.

Wallgrove Road will be realigned as part of the construction of the Elizabeth Drive connection (EDC). This will also require decommissioning a section of the existing Wallgrove Road approximately 500 metres from where it currently intersects with Elizabeth Drive. The new Wallgrove Road will connect to and replace the existing Cecil Road and Elizabeth Drive intersection and Cecil Road will be realigned to connect back into the realigned Wallgrove Road.

The M7/M12 interchange provides a grade separated motorway to motorway connection between the M7 Motorway and M12 Motorway. Located in Cecil Park, this package involves:

- Provision of four connections at the grade separated interchange including:
 - Connection from M7 southbound onto M12 westbound
 - Connection from M7 northbound onto M12 westbound
 - Connection from M12 eastbound onto M7 southbound
 - Connection from M12 eastbound onto M7 northbound.
- Interchange tie-in extending about four kilometres into the M7 Motorway corridor.

For the purposes of this consistency assessment, the Approval issued by the NSW Minister for Planning for the M12 Motorway project is referred to as the M12 Division 5.2 Approval. Approval of the M12 Motorway project is subject to conditions of approval (M12 CoA) and referred to herein as 'approved project'.

1.2 Purpose of consistency assessment

The purpose of this consistency assessment is to:

- Describe the Proposed Change relative to the Division 5.2 Approval and the EPBC Approval.
- Assess the environmental impacts associated with the Proposed Change relative to the Division 5.2 Approval and the EPBC Approval.
- Determine if the Proposed Change is consistent with the Division 5.2 Approval or whether further approval is required either for a modification application or a new project.
- Determine if the Proposed Change is consistent with the EPBC Approval. Or whether a variation to the conditions of approval / a conditioned action management plan or a new referral is required.

2. Proposed Change

2.1 Description of Proposed Change

This consistency assessment relates to additional temporary land required for the construction of the M12 East package. The change would require the use of around 1.78 hectares of additional temporary land at the corner of Elizabeth Drive and Cecil Road to facilitate:

- Phase 1 –
 - Laydown and storage of materials
 - Water extraction from the dam
- Phase 2 –
 - Sediment basin installation and operation
 - Continued water extraction from the dam.

Together these two phases are referred to as the Proposed Change.

Refer Figure 1a and 1b for 'Phase 1' and Figure 2a and 2b for 'Phase 2'.

The exact location and dimensions of the sediment basin in Phase 2 will be confirmed by the project's Soil Conservationist.

It is noted that the Proposed Change does not include the entirety of the dam, hence why Figure 1a and Figure 2a show the extent of the Proposed Change area as covering approximately half of the dam only. This has been deliberately included to facilitate access to the dam for livestock. This notwithstanding, the environmental assessment undertaken in Section 4 considers impacts to the dam as a whole.

A consistency assessment (M12 Minor Consistency Assessment - Laydown Area Adjacent Cecil Road) was approved by Transport for NSW (Transport) in October 2023 for laydown associated with utility works on the western side of Cecil Road. The construction footprint approved under that consistency assessment is shown in Figure 1a. Since that time, it has been identified that additional land near this location is temporarily required to facilitate an adjacent work front associated with the construction of the Elizabeth Drive Connection (EDC), including the Cecil Road, and Elizabeth Drive intersection works.

The area subject to the Proposed Change will be used for laydown to support the construction front on Elizabeth Drive and Cecil Road, and later for the installation and operation of a sediment basin. As such, it is considered that the definition of a construction ancillary facility is not triggered under the NSW M12 Motorway Conditions of Approval (CoA). Should the area subject to the Proposed Change be used for anything further than what is described in this consistency assessment, a construction ancillary facility assessment may be required under NSW M12 CoA A15.

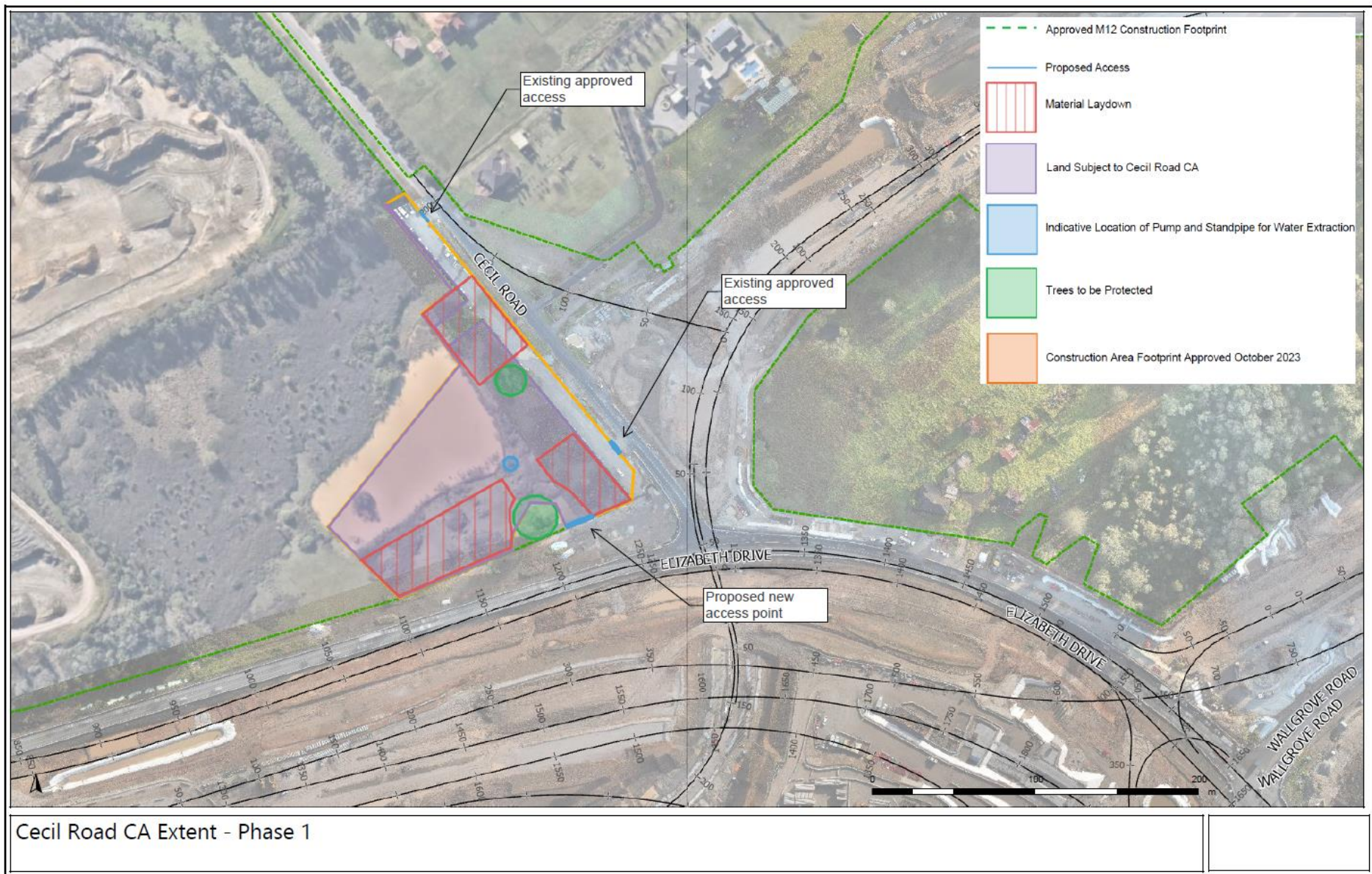


Figure 1a: Proposed Change (indicative) to approved M12 East package subject to this consistency assessment – Phase 1

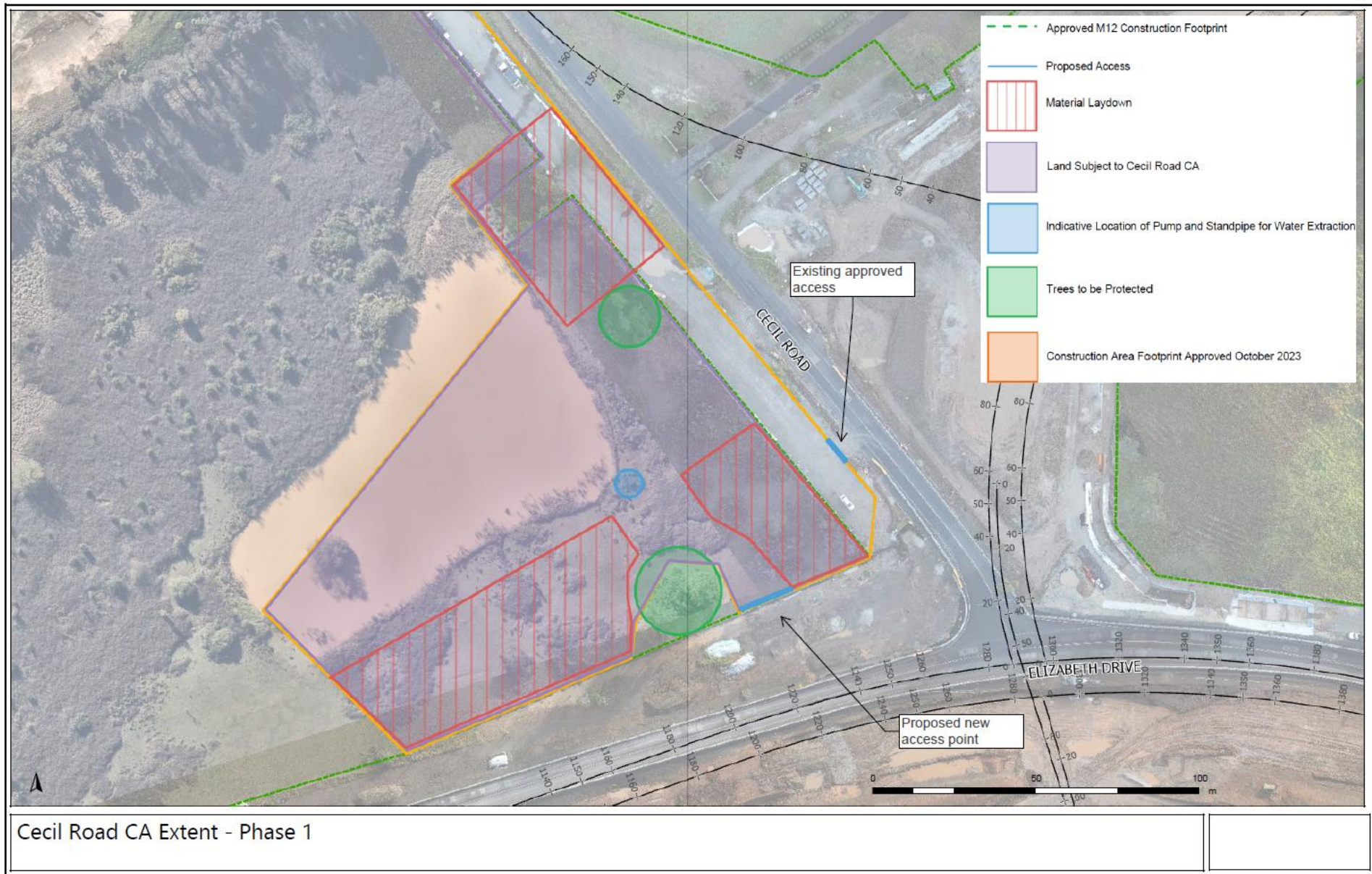


Figure 1b: Proposed Change (indicative) to approved M12 East package subject to this consistency assessment – Phase 1

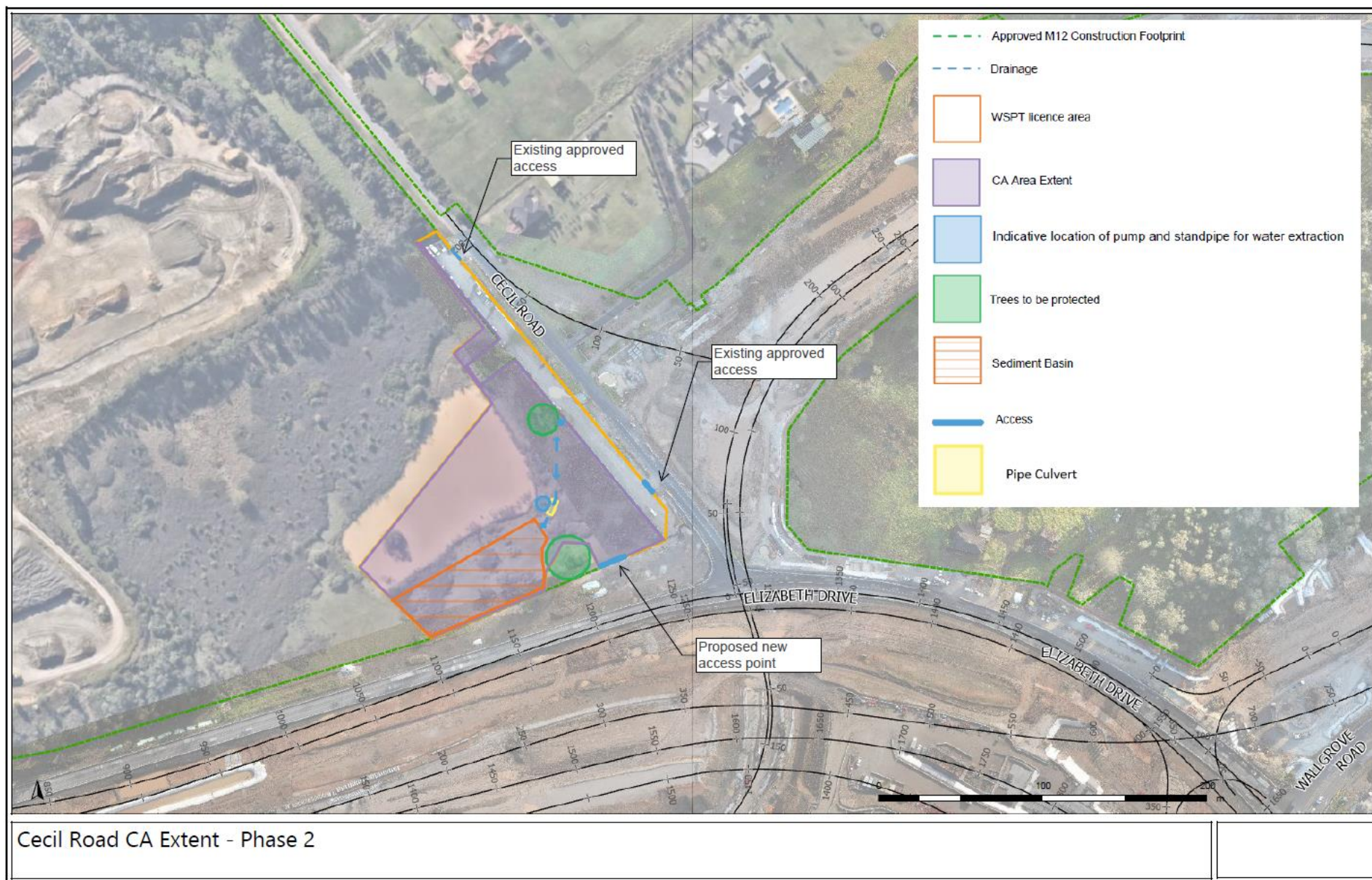


Figure 2a: Proposed Change (indicative) to approved M12 East package subject to this consistency assessment – Phase 2

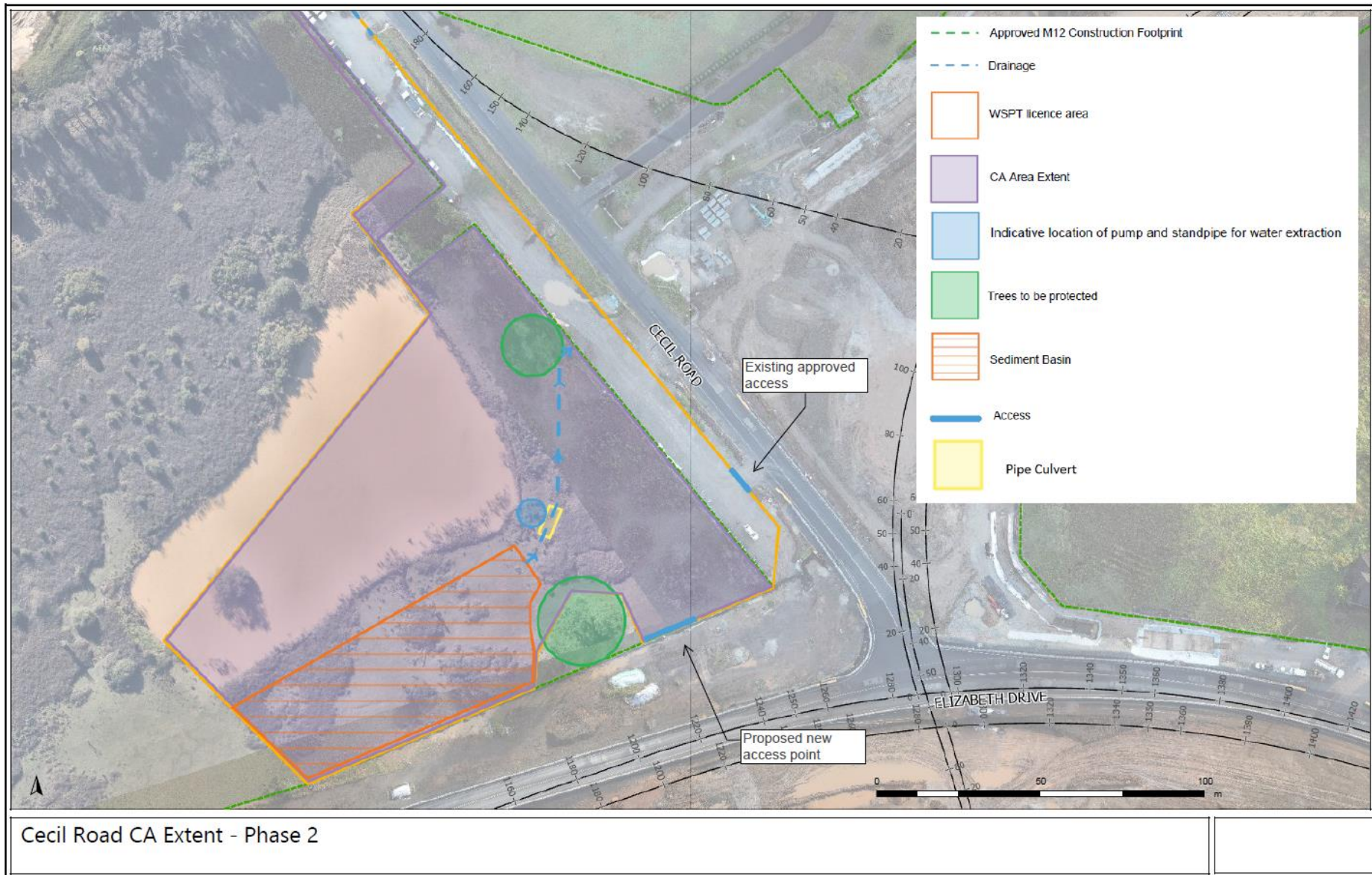


Figure 2b: Proposed Change (indicative) to approved M12 East package subject to this consistency assessment – Phase 2

The Proposed Change falls immediately outside of the approved construction footprint. The land is owned by Western Sydney Parklands Trust (WSPT) and would be subject to a licence agreement. No changes to the operational boundary are proposed.

The works subject to this Proposed Change will not commence until this consistency assessment is approved by Transport, a licence is in place with WSPT, and all other non-environmental and environmental obligations are fulfilled under the Contract.

2.2 Need for the Proposed Change

The EDC area is rapidly changing as construction progresses. Changes such as traffic switches and construction of permanent built works (e.g. bridges) means that space for laydown and other activities described in this consistency assessment is continually diminishing. There is currently insufficient space within the current nearby construction areas to support the equivalent of the Proposed Change area.

The Proposed Change would provide the additional space required for the continual construction of the EDC, particularly construction works along the eastbound carriageway of Elizabeth Drive and Cecil Road.

Additional space in this location will serve the purpose of making the construction of EDC more efficient, and it will also support the ongoing storage of construction water as space becomes even more limited within the EDC area as permanent built works progress.

Additionally, the water extracted from the dam would allow for a reliable source of non-potable water for dust suppression for works along the eastbound carriageway side of Elizabeth Drive and also at Cecil Road.

Alternative options were explored, including the use of currently approved AF6 and AF18. AF6 was discounted for the following reasons:

- The area where AF6 is located is currently being occupied by the M12 Central package contractor for the construction of their permanent built works
- The area where AF6 is located is also currently being used for three sediment basins
- AF6 contains areas of Threatened Ecological Communities (TEC) that the project has committed to retaining to ensure a positive environmental outcome for the project.

The land on which AF18 is located is currently being used for two purposes. Approximately 50 per cent of AF18 is being used for storage and laydown at present, and approximately 50 per cent of the space is subject to permanent built works for the EDC which have commenced. Therefore AF18 was discounted due to insufficient space to adequately facilitate the laydown and sediment basin, respectively.

3. Consultation

John Holland has undertaken consultation with WSPT in relation to the temporary use of their land and the use of the water from the dam, including attendance at two meetings on 15 April and 18 March 2024. WSPT have been closely involved in the early design of the Proposed Change and have provided their verbal and written support for the Proposed Change, subject to the following:

- The copse of large trees east of the dam need protection (refer Figure 1a and Figure 2a)
- The Tree Protection Zones (TPZ) are required for trees close to the boundary and John Holland are required to ensure their protection, care, and healthy maintenance
- The TPZ around the trees should be clearly marked and no heavy work should occur in that zone.

The land will be licensed directly from WSPT and conditions of the license agreement will be adhered to.

Fairfield City Council received a copy of the road dilapidation report for Cecil Road in 2023. John Holland meets monthly with Fairfield City Council and the Proposed Change has been communicated to them at a meeting held on 27 March 2024. No concerns have been raised to date.

A nearby residential property utilises the land subject to the Proposed Change to give their horses access to the dam. John Holland has agreed with the WSPT that access to the dam will be maintained for livestock, and access will be delineated from the Proposed Change area by temporary fencing.

4. Environmental assessment

An assessment has been undertaken to compare the environmental impacts of the Proposed Change relative to the environmental impacts of the project subject to the Division 5.2 Approval and the EPBC Approval. This includes reference to environmental impacts detailed in the EAD including:

- M12 Motorway – Environmental Impact Statement (EIS) (RMS, 2019)
- M12 Motorway – Amendment Report (TfNSW, 2020)
- M12 Motorway – Submissions Report (TfNSW, 2020)
- M12 Motorway – Amendment Report Submissions Report (TfNSW, 2020)
- M12 Motorway – Amendment Report Submissions Report – Amendment (TfNSW, 2021)
- Consistency Assessment M12 West Package Detailed Design: Proposed Changes between east of Badgerys Creek and The Northern Road (October, 2021)
- Consistency Assessment M12 Central Package Detailed Design: Design and boundary changes between Cecil Park and east of Badgerys Creek (October, 2021)
- Consistency Assessment M12 West and Central Sydney Water Pipeline Crossings: Proposed Sydney Water pipelines crossings for M12 West and Central (May, 2022)
- Consistency Assessment M12 Design Boundary Changes: Proposed construction and operational design boundary changes for the M12 Project (July, 2022)
- Consistency Assessment M12 Central Boundary Changes: Proposed construction design boundary changes for M12 Central (August, 2022)
- Consistency Assessment Devonshire Road Temporary Roundabout Consistency Assessment Report (September, 2023)
- Minor Consistency Assessment M12 West - Demolition of structures at 752 Luddenham Road (September, 2023)
- Consistency Assessment – Proposed construction and operational design boundary changes for the M12 Project (East) (September, 2023)
- Minor Consistency Assessment – Temporary construction signage (October, 2023)
- Minor Consistency Assessment – Power supply to AF9 (October, 2023)
- Minor Consistency Assessment – Cecil Road laydown (October, 2023)
- Minor Consistency Assessment – Proposed Change to the M12 Motorway project (M12 East) (December, 2023)
- Minor Consistency Assessment – Crushing at AF9 for the M7-M12 Integration project (February, 2024)

Table 1 Environmental assessment of the Proposed Change

Environmental issue	Comparative environmental assessment
Biodiversity	<p><i>Assessment of potential impacts</i></p> <p>Approximately 6,000m² of vegetation would be removed as part of the Proposed Change. An ecological review was carried out by John Holland's Ecologist and the results are reflected in Appendix B. It was determined that the clearing of vegetation in the Proposed Change area would not result in additional impacts to any Plant Community Type (PCT) vegetation or threatened species or populations of communities. Therefore, no additional biodiversity offsets would be required as a result of the Proposed Change.</p> <p>In addition, it was noted that there is only one (1) mature tree within the Proposed Change area, which will be avoided (refer Figure 1a). An additional small copse of trees to the east of the dam were found to be non-mature, and are to be protected as per the licence agreement with WSPT.</p> <p>The extraction of water is an exempt activity permissible under the <i>Water Management (General) Regulation 2018</i>, and it would be of low ecological risk to aquatic fauna residing the farm dam.</p> <p>Terrestrial assessment</p> <p>The BAR did not map PCT vegetation within the Subject Site. The site inspection confirmed that vegetation within the Subject Site was highly modified and not representative of PCT vegetation. The vegetation was dominated by exotic pasture grasses including Paspalum (<i>Paspalum dilatatum</i>) and Giant Parramatta Grass (<i>Sporobolus fertilis</i>) and woody weeds such as Blackberry (<i>Rubus fruticosus</i>) and African Olive (<i>Olea europaea</i>). Weeds of National Significance (WONS) were also identified within the site including Blackberry, African Boxthorn (<i>Lycium ferocissimum</i>), Willows (<i>Salix babylonica</i>), Lantana (<i>Lantana camara</i>) and Fireweed (<i>Senecio madagascariensis</i>).</p> <p>A small number of native species of plant were recorded with only one mature tree identified, a Spotted Gum (<i>Corymbia maculata</i>), which contained hollows that may provide habitat for native fauna. The mature tree is located within the southern area on Figure 1a labelled "Trees to be protected". Other native plant species present were species that persist in highly modified areas, such as pastures, including Kidney Weed (<i>Dichondra repens</i>), Knotweed (<i>Persicaria spp.</i>) and Slender Grape (<i>Cayratia clematidea</i>).</p> <p>No threatened species of plant were recorded within the site or considered likely to be present given the degraded condition of the site. Likewise, no threatened species of animal were considered likely to be present based on the degraded fauna habitat within the site.</p> <p>Horses (or livestock) on the neighbouring property would retain access to the dam for water supply. The potential for drawdown of the dam presents a risk to the health of livestock.</p> <p>Aquatic assessment of dam</p> <p>The farm dam is situated on a 1st order stream, as classified by the Strahler system (1952), and it provides Class 3 - minimal fish habitat, according to Fairfull and Witheridge (2003). However, neither the farm dam nor the associated drainage line is mapped as Key Fish Habitat (DPI, 2024).</p>

Environmental issue	Comparative environmental assessment
	<p>The BAR (TfNSW, 2019) concluded that there is no potential habitat for threatened fish species listed under the Fisheries Management (FM) Act within the M12 Motorway study area. Consequently, given the absence of threatened fish species under the FM Act, it is unlikely that extraction from the dam would significantly impact any threatened fish species.</p> <p>However, during periods of low rainfall, the rate of extraction may surpass the dam's recharge rates. This could lead to a decline in the water level within the dam, affecting water quality by increasing temperature and reducing dissolved oxygen levels. Such conditions may promote the growth of algae blooms, which are unfavourable for native aquatic fauna such as eels, frogs, and turtles, while potentially favouring invasive species like Carp.</p> <p>There is also a risk that the extraction pumps could inadvertently draw in aquatic fauna, potentially causing injury or fatality to individuals.</p> <p><i>Environmental management measures</i></p> <p>Management measures for biodiversity identified in the EAD are considered appropriate for the Proposed Change.</p> <p>WSPT have noted the following requirements for use of the land for the Proposed Change which will be included in the licence agreement:</p> <ul style="list-style-type: none"> • The copse of large trees east of the dam need protection (refer Figure 1a) • The Tree Protection Zone (TPZ) for these trees is close to the boundary and John Holland are required to ensure their protection, care and healthy maintenance • The TPZ exclusion zone around the trees should be clearly marked and no heavy work should occur in that zone. <p>The ecological review (Appendix B) made several recommendations, all of which will be followed. These recommendations were:</p> <ul style="list-style-type: none"> • The limits of the site should be clearly demarcated with flagging in accordance with TfNSW Specification G40 Flagging protocols • The only mature native tree (Spotted Gum) on site should be avoided • All weeds including the WONS should be separated from all other vegetation matter, which is most of the site excluding the eucalypt tree and destroyed off site. Within this site the soil is considered unsuitable for re-use. If no earth works are required and slashing is all that is necessary, all WONS should be poisoned with the appropriate chemicals prior to slashing (allowing a week for chemicals to absorb) and regrowth may be re-slashed or sprayed if required. • The following mitigation measures are proposed to manage the ecological risks associated with water extraction from the farm dam and should be documented in an Environmental Work Method Statement (EWMS) for the activity: <ul style="list-style-type: none"> - Installation of a water level marker and record the RL of the water level at the time of installation to establish a baseline. Water extraction must not directly result in the water level dropping 1 metre below this level. Alternative methods may be used to physically

Environmental issue	Comparative environmental assessment
	<p>limit extraction to 1 metre such as installing the intake pipe to a fixed depth aligning with the low water level limit. This measure would also ensure the health of livestock that utilise the dam for water access.</p> <ul style="list-style-type: none"> - Install pumping screens to ensure native aquatic fauna are not harmed during the pumping process.
Traffic and Transport	<p><i>Assessment of potential Impacts</i></p> <p>The Proposed Change will not impact upon the number of construction vehicles, construction traffic, ancillary facilities or haulage routes required for the Project.</p> <p>There would be no additional vehicles required to facilitate the Proposed Change above those identified for the project, and localised construction traffic impacts would be consistent with those assessed in the EAD as they would be associated with the active work fronts in proximity of the Proposed Change. The temporary additional land is directly adjacent to Elizabeth Drive which is a designated haulage route outlined in the EAD.</p> <p>The EIS identified the intersection of Elizabeth Drive and Cecil Road during morning peak would experience slight delay but would remain at Level of Service (LoS) A (criteria includes “good operation”) during construction. During evening peak the intersection performance was predicted to change from LoS A to LoS F (criteria includes “extra capacity required”) as a result of construction traffic associated with the Approved Project. Given there would be no increase in construction traffic associated with the Proposed Change, it is not predicted to impact on the LoS of the intersection to a greater extent than that as assessed in the EAD.</p> <p>Access and egress from the site would be via Cecil Road and Elizabeth Drive (refer Figure 1a presenting indicative gate locations). Use of these access and egress points may lead to localised delays where construction traffic would slow down to safely enter and access the site or exit the site.</p> <p>Delays associated with construction traffic may impact on bus route 813, which runs through the Cecil Road and Elizabeth Drive intersection, and route 801 which runs on Elizabeth Drive past the Cecil Road intersection. Route 813 operates weekdays only, with four services a day in each direction between 9:30 am and 6:20 pm, and Route 801 operates on weekdays only, with two services in the peak direction during morning and evening. The bus services would experience delays associated with construction traffic utilising the site, and reduced speeds associated with construction vehicles accessing and egressing the site. Given the construction traffic would be associated with nearby work fronts, it is considered to be localised and impacts would not increase beyond that assessed in the EAD.</p> <p>The traffic and transport impacts are considered consistent with the EAD, and will be minimised through the implementation of the existing Stage-Specific Construction Traffic and Access Management Plan (CTAMP).</p> <p><i>Environmental management measures</i></p> <p>Management measures for traffic and transport identified in the EAD are considered appropriate for the Proposed Change.</p>

Environmental issue	Comparative environmental assessment
Urban design, landscape character and visual impact	<p><i>Assessment of potential Impacts</i></p> <p>Urban design, landscape character and visual impacts are anticipated to be minor in nature as construction activities will be temporary for the Proposed Change.</p> <p>Approximately 6,000m² of additional vegetation will be removed as part of the Proposed Change, however, considering the limited scale of the clearing, that the vegetation is non-PCT and highly modified. the impact of the Proposed Change is considered minor.</p> <p>In general, the transient and minor nature of the Proposed Change will result in negligible visual impacts to receivers.</p> <p><i>Environmental management measures</i></p> <p>Management measures for urban design, landscape character and visual impact identified in the EAD are considered appropriate for the Proposed Change.</p>
Socio-economic, land use and property	<p><i>Assessment of potential Impacts</i></p> <p>The area under this proposal represents use of around 1.78 hectares WSPT land. Works within the additional land cannot commence until a licence agreement for that land is in place. Works will be undertaken in accordance with that licence agreement. Work in proximity to driveways of nearby properties will be managed in such a way that access is not removed, unless as otherwise agreed with residents.</p> <p>Light spill impacts may be experienced by nearby residents from compound lighting at night. However, these impacts would be minor compared to surrounding nearby night lighting including from the main construction works associated with the M12 East Package and existing MCAF, and would be consistent with those assessed in the EAD.</p> <p>There are two businesses on Cecil Road within one kilometre of the Proposed Change that were assessed in the EIS, including PGH Bricks and Pavers (adjacent to the CA extent, and Formula One Fork Lifts (home-based business) located around 760 metres north-west of the Proposed Change. Potential impacts on these businesses may include changes in local access to the businesses, and traffic delays and disruptions due to construction activities. This is consistent with the EAD.</p> <p>Therefore, the overall socio-economic, land use and property impacts of the Proposed Change remains consistent with the EAD.</p> <p><i>Environmental management measures</i></p> <p>Management measures for socio-economic, land use and property identified in the EAD are considered appropriate for the Proposed Change.</p>

Environmental issue	Comparative environmental assessment
Aboriginal Heritage	<p><i>Assessment methodology</i> A heritage assessment has been undertaken by John Holland's Heritage Specialists and is summarised below. A detailed assessment is provided in Appendix A.</p> <p>Built heritage A search of relevant statutory heritage registers, M12 Motorway Environmental Assessment Documentation and the M7/M12 CCHMP has not identified any listed heritage items within 100m of the proposed works. As a result, the proposed works would not cause any impacts to heritage items.</p> <p>Aboriginal archaeology A review of the M12 Motorway Environmental Assessment Documentation, including the M12 Motorway ACHAR, has not identified any areas of Aboriginal archaeological potential in the location of the proposed works. The area is within the ACHAR detailed investigation area, with no areas of PAD identified from the predictive model or newly identified Aboriginal sites during archaeological surveys. The area is partially within the northern boundary of the 'Cecil Hills complex' that was identified in the ACHAR, but it is noted that neither the ACHAR or the CCHMP identify any mitigation measures required for the 'Cecil Hills complex'.</p> <p>An extensive search of the AHIMS database undertaken on 12 September 2023 (Search ID 818941) did not identify any recorded Aboriginal sites within 100m of the proposed works. The proposed works would not be undertaken within any landforms that are considered to be archaeologically sensitive as identified in the Due Diligence Code of Practice (Department of Environment, Climate Change and Water 2010). The proposed works would be undertaken in proximity to an ephemeral drainage line associated with Ropes Creek (which is located more than 900m to the north-east), however, this drainage line is a 1st order stream and is not considered to be archaeologically sensitive. In addition, the proposed works would be limited to areas that have likely been subject to some level of ground disturbance associated with historical agricultural activities.</p> <p>Overall, it is assessed that there is generally low potential for Aboriginal objects to be present. As a result, it is concluded that no known Aboriginal sites would be impacted by the proposed works, and it is not expected that potential subsurface objects would be impacted.</p> <p><i>Environmental management measures</i> Management measures for Aboriginal heritage identified in the EAD are generally considered appropriate for the Proposed Change.</p>
Non-Aboriginal heritage	<p><i>Assessment of potential Impacts</i> A review of the relevant project documents including the M12 Motorway EIS Non-Aboriginal Assessment Report, which covers the southern half of the additional working area, has not identified any areas of non-Aboriginal archaeological potential in the immediate vicinity of the proposed works. A review of historical maps and aerial imagery for the location of the proposed works indicates that the historical land use is only associated with agricultural activities and the establishment of Cecil Road, with no evidence of substantial developments that are likely to reach the threshold of local significance. As a result, it is assessed that there is generally little to no potential for significant non-Aboriginal archaeological remains to be present and it is not expected that the proposed works would cause any impacts to significant archaeological remains.</p>

Environmental issue	Comparative environmental assessment
	<p>A review of the M12 Motorway EAD, CCHMP and relevant heritage registers has also not identified any listed or potential heritage items within 100m of the Proposed Change.</p> <p>Non-Aboriginal archaeology</p> <p>A heritage assessment has been undertaken by John Holland's Heritage Specialists and is summarised below. A detailed assessment is provided in Appendix A.</p> <p>A review of the M12 Motorway Environmental Assessment Documentation, including the M12 Motorway Non-Aboriginal Assessment Report in which the area of proposed works was part of Survey Area 37, has not identified any areas of non-Aboriginal archaeological potential in the location of the proposed works. A review of the existing research and historical maps and imagery indicates that the location of the proposed works is primarily associated with agricultural activities, with evidence of structures being limited to an early to mid-twentieth farmhouse and buildings that would not reach the threshold of local significance.</p> <p>As a result, it is assessed that there is generally little to no potential for significant non-Aboriginal archaeological remains to be present, and it is not expected that the proposed works would cause any impacts to significant archaeological remains.</p> <p>No additional impacts to non-Aboriginal heritage items other than what was previously reported in the EAD are anticipated for the Proposed Change.</p> <p>Environmental management measures</p> <p>Management measures for non-Aboriginal heritage identified in the EAD are generally considered appropriate for the Proposed Change.</p>
Noise and Vibration	<p>Assessment of potential Impacts</p> <p>The nearest sensitive receivers are located on the eastern side of Cecil Road at 18, 28 and 30 Cecil Road. The nearest receiver is 28 Cecil Road and is approximately 100 metres away to the northeast of the Proposed Change.</p> <p>Establishment and operation of the additional laydown is expected to be predominantly undertaken within standard construction hours. The area will be utilised outside of standard construction hours when required to support nearby active work fronts on Elizabeth Drive and the Westlink M7. Activities during night time would include general use of the laydown area, including movement of heavy machinery, and storage of material and equipment.</p> <p>A noise assessment has been undertaken for the Proposed Change and the results are included in Appendix C. The results can be summarised as:</p> <ul style="list-style-type: none"> • Daytime - One receiver in TfNSW_NCA35 (28 Cecil Road) is anticipated to experience an exceedance of the Noise Management Level (NML) by up to 10 dB(A) • Evening - One receiver in TfNSW_NCA35 (28 Cecil Road) is anticipated to experience exceedance of the NML by up to 5 dB(A)

Environmental issue	Comparative environmental assessment
	<ul style="list-style-type: none"> • Night – Four properties (the nearest being 18 Cecil Road) in TfNSW_NCA35 are anticipated to experience an exceedance of the NML by up to 5 dB(A), and two properties up to 15 dB(A) (28 Cecil Road and 30-36 Cecil Road). <p>In addition, works associated with the Proposed Change will not be located closer to nearby sensitive receivers on the eastern side of Cecil Road (18, 28 and 30 Cecil Road) than what was assessed in the EAD. The EAD identified that sensitive receivers located within NCA35 (NCA04 in the EIS) would be subject to moderate impacts (11 dB(A) - 20 dB(A)) from construction noise from establishment and operation of ancillary facilities. Considering the outcomes of the noise assessment (Appendix C), the Proposed Change would not result in additional noise or vibration impacts to those previously reported in the EAD.</p> <p><i>Environmental management measures</i> Management measures for noise and vibration identified in the EAD are considered appropriate for the Proposed Change.</p>
Flooding	<p><i>Assessment of potential Impacts</i> The M12 Motorway Amendment Report identified a minor drainage line crossing Cecil Road, within the area subject to the Proposed Change . During previous ecological inspections, the drainage line was noted as being dry and it is noted that it is believed that it flows towards the dam. The Proposed Change would potentially impact on a further 40m of the minor drainage line outside of the construction boundary.</p> <p>Additionally, the area to the west of Cecil Road experiences afflux in the order of 1.5m to 2m (along the drainage line) in the 20-year and 100-year average recurrence interval (ARI).</p> <p>Key construction activities associated with the M12 East package that have the potential to affect the existing flood conditions include earthworks, stockpiling and ancillary facilities, temporary creek crossings and bridge work platforms. The Proposed Change will involve minor earthworks and stockpiling which could affect flow paths. This notwithstanding, the works subject to the Proposed Change are minor in nature when compared to the greater Project and are therefore not anticipated to increase those as described in the EAD.</p> <p><i>Environmental management measures</i> Management measures for flooding identified in the EAD are considered appropriate for the Proposed Change.</p>
Surface water quality and hydrology	<p><i>Assessment of potential Impacts</i> A previous ecological inspection identified the presence of an ephemeral minor drainage line that was dry. The minor drainage line crosses within the construction boundary and can be managed in the same way for the 40m portion outside of the construction boundary.</p> <p>The farm dam is situated on a 1st order stream, as classified by the Strahler system (1952), and it provides Class 3 - minimal fish habitat, according to Fairfull and Witheridge (2003). However, neither the farm dam nor the associated drainage line is mapped as Key Fish Habitat (DPI, 2024). The BAR (RMS 2019) concluded that there is no potential habitat for threatened fish species listed under the Fisheries Management (FM) Act within</p>

Environmental issue	Comparative environmental assessment
	<p>the M12 Motorway study area. Consequently, given the absence of threatened fish species under the FM Act, it is unlikely that extraction from the dam would significantly impact any threatened fish species. However, during periods of low rainfall, the rate of extraction may surpass the dam's recharge rates. This could lead to a decline in the water level within the dam, affecting water quality by increasing temperature and reducing dissolved oxygen levels. Such conditions may promote the growth of algae blooms, which are unfavourable for native aquatic fauna such as eels, frogs, and turtles, while potentially favouring invasive species like Carp. There is also a risk that the extraction pumps could inadvertently draw in aquatic fauna, potentially causing injury or fatality to individuals.</p> <p>The dewatering of the sediment basin in Phase 2 of the Proposed Change could have an impact to surface water quality in the surrounding area. The exact location and required dimensions of the sediment basin will be confirmed by the project's Soil Conservationist.</p> <p>The greatest risks to surface water and hydrology are considered to be earthworks and ground disturbance which may result in erosion of soil and sedimentation of waterways if not managed effectively. Notwithstanding, given the nature of the Proposed Change activities, surface water and hydrology will be effectively managed through the implementation of the Construction Soil and Water Management Plan (CSWMP). Impacts to soil and water are considered consistent with those described within the EAD.</p> <p><i>Environmental management measures</i> Management measures for surface water quality and hydrology identified in the EAD are considered appropriate for the Proposed Change.</p>
Groundwater quality and hydrology	<p><i>Assessment of potential Impacts</i> Groundwater is not expected to be encountered during construction of the Proposed Change. Groundwater impacts remain consistent with what is reported in the EAD.</p> <p><i>Environmental management measures</i> Management measures for groundwater quality and hydrogeology identified in the EAD are considered appropriate for the Proposed Change.</p>
Soils and contamination	<p><i>Assessment of potential Impacts</i> Approximately 6,000m² of vegetation would be removed as part of the Proposed Change. It is noted that this does not involve the removal of any trees. The primary impact associated with the clearing activity is the disturbance of the ground resulting in an increase of erosion and sedimentation risk, and contaminated land with the potential to result in mobilisation of contamination, incorrect waste disposal or cross contamination. Additionally, excavation for the sediment basin would also cause ground disturbance and result in the same potential impacts. In such instances, action is required to mitigate potential contaminated soil / material encountered during excavation or construction activities.</p> <p>Asbestos within the road verge due to a possible history of illegal dumping is a potential risk. If potentially contaminated material is encountered, the Unexpected Contaminated Land Finds Procedure will be followed.</p> <p>The M12 East package only contains one area of environmental interest, that being PGH Bricks and Pavers which is listed as an Area of Environmental Interest with moderate to high-risk rating. This site is located within 500m of the Proposed Change. However, the minor disturbance associated with the Proposed Change are unlikely to increase the impacts over and above those described in the EAD and can be managed</p>

Environmental issue	Comparative environmental assessment
	<p>appropriately with the proposed mitigation measures detailed in the environmental management plans. Impacts are therefore considered to be consistent with the EAD.</p> <p><i>Environmental management measures</i> Management measures for soil and contamination identified in the EAD are considered appropriate for the Proposed Change.</p>
Air Quality	<p><i>Assessment of potential Impacts</i> Air quality impacts associated with the Proposed Change will be relatively minor and likely caused by construction activities such as tracking of plant, general construction and delivery of materials causing dust emissions. This is consistent with the EAD.</p> <p><i>Environmental management measures</i> Management measures for air quality identified in the EAD are considered appropriate for the Proposed Change.</p>
Health and Safety	<p><i>Assessment of potential Impacts</i> The associated health and safety risk associated with the Proposed Change will be minor in nature due to the temporary construction period and minor construction work in comparison to the greater Project. This is consistent with the EAD.</p> <p><i>Environmental management measures</i> Management measures for health and safety identified in the EAD are considered appropriate for the Proposed Change.</p>
Sustainability	<p><i>Assessment of potential Impacts</i> Practises will be implemented to address any sustainability impacts with the Proposed Change. This is consistent with the EAD.</p> <p><i>Environmental management measures</i> Management measures for sustainability identified in the EAD are considered appropriate for the Proposed Change.</p>
Waste	<p><i>Assessment of potential Impacts</i> All construction waste will be appropriately disposed of and will be managed in accordance with the POEO Act and Waste Regulation. Waste impacts associated with the Proposed Change will be minor in nature due to the temporary and short construction period. Should works be undertaken in any AEI, waste classification will be required, and material disposed of to an appropriate waste facility.</p> <p><i>Environmental management measures</i> Management measures for waste identified in the EAD are considered appropriate for the Proposed Change.</p>

Environmental issue	Comparative environmental assessment
Climate change Risk and greenhouse gas	<p><i>Assessment of potential Impacts</i> Section 7.16 of the EIS and Section 6.16 of the Amendment Report describe potential climate change risk and greenhouse gas impacts. Potential climate change risks associated with the Proposed Change will be temporary and minor in nature in comparison to the greater Project. This is consistent with the EAD.</p> <p><i>Environmental management measures</i> Management measures for climate change risk and greenhouse gas identified in the EAD are considered appropriate for the Proposed Change.</p>
Cumulative Impacts	<p>The concurrent construction of various projects within the vicinity of the M12 Motorway Project gives rise to the potential for cumulative impacts. The magnitude of impact and additional area required for the Proposed Change will not impact upon other projects in the surrounding area. The environmental aspects assessed as part of this report are consistent with the cumulative impacts discussed in the EAD.</p> <p>Interagency communication between government departments undertaking work in the area will manage cumulative impacts with the aim of combining messages when possible and minimising impacts to the local community.</p> <p>Consultation will be undertaken with neighbouring properties and with personnel who will be undertaking work on other projects within the vicinity of the M12 Motorway construction to ensure they are aware of any exclusion zones or sensitive areas identified for the Project.</p>

5. Consistency assessment – the Division 5.2 Approval

5.1 Minister's Conditions of Approval and Environmental management measures

The Proposed Change has been assessed in Appendix D in relation to the relevant conditions of approval and revised management measures for the M12 Motorway.

The Proposed Change can be accommodated within the M12 Motorway conditions of approval. The Proposed Change is consistent with the environment management measures incorporated as part of the Division 5.2 Approval.

5.2 Project objectives

The project objectives are to:

- Provide sufficient road capacity to meet traffic demand generated by the planned western Sydney urban development
- Provide a high standard connection to the airport with capacity to meet future freight and passenger needs
- Provide a road which supports and integrates with the broader transport network
- Support the provision of an integrated regional and local public transport system
- Preserve the access function of Elizabeth Drive
- Provide active local transport within the east–west corridor
- Make provision for connection to the future Outer Sydney Orbital.

The Proposed Changes support the project objectives. In particular, the Proposed Change would facilitate improved local active transport connections. As such, the Proposed Change is considered consistent with the program and Project objectives.

5.3 Consistency questions – the Division 5.2 Approval

Table 2 presents a set of questions that assist Transport to determine whether the Proposed Change can be considered consistent with the Division 5.2 Approval.

Table 2: Division 5.2 Approval consistency questions

Consistency question	Discussion	Consistent
1 Is the Proposed Change likely to result in changes to the scope and impacts of the project to an extent that would be considered a radical transformation of the project as a whole, as to be, in reality, an entirely new project?	As detailed in Section 2, the Proposed Change would not result in a significant change to the M12 Project. The impacts associated with the Proposed Change will be managed in accordance with the CEMP and sub-plans for the Project.	Yes

Consistency question	Discussion	Consistent
2 Would any conditions of approval need to be amended in light of the change?	The Proposed Change would not impact upon the conditions identified in the Infrastructure Approval such that a change would be required. A review of CoA against the Proposed Change is provided in Appendix D.	Yes
3 Would the statement of commitments or environmental management measures need to change?	The Proposed Change would not require the statement of commitments or environmental management measures to be amended. A review of the REMMs against the Proposed Change is provided in Appendix D.	Yes
4 Would the Proposed Change be 'generally in accordance with' the documents incorporated in Standard Condition A1 (or A2)?	As described in Appendix D, the Proposed Change is considered generally in accordance with the EAD listed in Condition A1.	Yes
5 Would the environmental impacts of the project as a whole be altered by the Proposed Change to the extent that the Proposed Change would not be consistent with the Approval?	As described in Section 4, the environmental impacts associated with the Proposed Change are consistent with the impacts described in the EAD. Management measures detailed in the EAD will be implemented for the Proposed Change.	Yes
6 Considering the project as a whole, would the magnitude of the change be viewed as consistent with the project?	The magnitude of the Proposed Change is minor in comparison to the Project. The Proposed Change is consistent with the Project program and objectives.	Yes

6. Consistency assessment – EPBC Approval

6.1 Commonwealth Minister's Conditions of Approval

Table 3 below addresses those conditions of approval relevant to the Proposed Change in the context of the Commonwealth Approved Project.

Table 3: Consistency against relevant Commonwealth Minister's conditions of approval for the project

No.	Condition of Approval	Discussion	Consistent
1	The approval holder must not clear in the locations identified in condition E8 of the State Infrastructure approval , until it has completed the additional surveys and provided the results to the Department as required by condition E8 of the State Infrastructure approval .	The Proposed Change will not impact upon compliance of this condition.	Yes
2	The approval holder must submit to the Department a map(s) of the final construction footprint within six months of the final construction footprint being determined, and where the action is staged, a map of the final construction footprint for each stage, within six months of the final construction footprint for that stage being determined.	The Proposed Change will not impact upon compliance of this condition.	Yes
3	The approval holder must not clear protected matters outside the final construction footprint .	The Proposed Change will not impact upon compliance of this condition.	Yes
4	To minimise the impacts of the action on protected matters the approval holder must not clear more than the following specified amounts, or another specified amount determined in consultation with the Department in accordance with condition E4 of the State Infrastructure approval within the final construction footprint : <ul style="list-style-type: none"> a. 42.89 hectares of known Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest threatened ecological community; b. 0.44 hectares of known Western Sydney Dry Rainforest and Moist Woodland on Shale threatened ecological community; c. 100 known <i>Pultenaea parviflora</i> individuals; d. The number of <i>Pimelea spicata</i> individuals identified in the additional surveys required by condition E8 of the State Infrastructure approval; e. 62.71 hectares of known foraging habitat for Grey-headed Flying Fox (<i>Pteropus poliocephalus</i>); f. 80.21 hectares of known foraging habitat for Swift Parrot (<i>Lathamus discolor</i>). 	The Proposed Change will not impact upon compliance of this condition.	Yes
5	For the protection of protected matters the approval holder must: <ul style="list-style-type: none"> a. Implement conditions A24 of Part A, Schedule 2 and C4, CS, C8, C9 and C10 of Part C, Schedule 2 of the State Infrastructure approval, where they relate to monitoring, managing, avoiding, mitigating, recording, or reporting on, impacts to protected matters. 	The Proposed Change will not impact upon compliance of this condition.	Yes

No.	Condition of Approval	Discussion	Consistent
	<ul style="list-style-type: none"> b. Implement biodiversity conditions E2 to E1O of Part E, Schedule 2 of the State Infrastructure approval where they relate to monitoring, managing, avoiding, mitigating, offsetting, recording, or reporting on, impacts to protected matters. c. Notify the Department in writing within 2 business days of formally proposing any change to the conditions of the State Infrastructure approval for which conditions 5a or 5b apply, and within 5 business days of becoming aware of the NSW Government proposing a change d. Notify the Department in writing of any change to the State Infrastructure approval for which conditions 5a and 5b apply, within 5 business days of a change to the State Infrastructure approval being finalised. 		
6	The approval holder must notify the Department in writing of the date of commencement of the action within 10 business days after the date of commencement of the action .	The Proposed Change will not impact upon compliance of this condition.	Yes
7	If the commencement of the action does not occur within 5 years from the date of this approval, then the approval holder must not commence the action without the prior written agreement of the Minister .	N/A	Yes
8	The approval holder must maintain accurate and complete compliance records .	N/A	Yes
9	If the Department makes a request in writing, the approval holder must provide electronic copies of compliance records to the Department within the timeframe specified in the request.	N/A	Yes
10	<p>The approval holder must prepare a compliance report for each 12 month period following the date of commencement of the action, or otherwise in accordance with an annual date that has been agreed to in writing by the Minister. The approval holder must:</p> <ul style="list-style-type: none"> a. publish each compliance report on the website within 60 business days following the relevant 12 month period; b. notify the Department by email that a compliance report has been published on the website and provide the weblink for the compliance report within 5 business days of the date of publication; c. keep all compliance reports publicly available on the website until this approval expires or as otherwise agreed by the Department in writing; 	N/A	Yes

No.	Condition of Approval	Discussion	Consistent
	<ul style="list-style-type: none"> d. exclude or redact sensitive ecological data from compliance reports published on the website; and e. where any sensitive ecological data has been excluded from the version published, submit the full compliance report to the Department within 5 business days of publication. 		
11	<p>The approval holder must notify the Department in writing of any: incident affecting protected matters; non-compliance with the conditions; or non-compliance with the commitments made in plans required in accordance with conditions 5a or 5b. The notification must be given as soon as practicable, and no later than 2 business days after becoming aware of the incident affecting protected matters or non-compliance. The notification must specify:</p> <ul style="list-style-type: none"> a. any condition which is or may be in breach b. a short description of the incident affecting protected matters and/or non-compliance c. the location (including co-ordinates), date, and time of the incident affecting protected matters and/or non-compliance. In the event the exact information cannot be provided, provide the best information available. 	N/A	Yes
12	<p>The approval holder must provide to the Department the details of any incident affecting protected matters or non-compliance with the conditions or commitments made in plans required in accordance with conditions 5a or 5b as soon as practicable and no later than 10 business days after becoming aware of the incident affecting protected matters or non-compliance, specifying:</p> <ul style="list-style-type: none"> a. Any corrective action or investigation which the approval holder has already taken or intends to take in the immediate future; b. The potential impacts of the incident affecting protected matters or non-compliance; and c. The method and timing of any remedial action that will be undertaken by the approval holder. 	N/A	Yes
13	The approval holder must ensure that independent audits of compliance with the conditions are conducted as requested in writing by the Minister .	N/A	Yes
14	<p>For each independent audit requested by the Minister under condition 13, the approval holder must:</p> <ul style="list-style-type: none"> a. provide the name and qualifications of the independent auditor and the draft audit criteria to the Department b. only commence the independent audit once the audit criteria have been approved in writing by the Department 	N/A	Yes

No.	Condition of Approval	Discussion	Consistent
	c. submit an audit report to the Department within the timeframe specified in the approved audit criteria.		
15	The approval holder must publish the audit report on the website within 10 business days of receiving the Department's approval of the audit report and keep the audit report published on the website until the end date of this approval, or as otherwise agreed by the Department in writing.	N/A	Yes
16	The approval holder must: <ul style="list-style-type: none"> a. submit plans electronically to the Department for information; b. unless otherwise agreed to in writing by the Minister, publish each plan on the website within 20 business days of the date: <ul style="list-style-type: none"> i. that the plan was approved under the State Infrastructure approval, if the plan requires approval under the State Infrastructure approval; or ii. That the plan was finalised and provided to the NSW Planning Secretary, if the plan is required for information under the State Infrastructure approval. c. exclude or redact sensitive ecological data from plans that are to be published on the website or provided to a member of the public; and d. keep plans published on the website for the period which this approval has effect, or as otherwise agreed by the Department in writing. 	N/A	Yes
17	Within 20 days after the completion of the action , the approval holder must notify the Department in writing and provide completion data .	N/A	Yes

The Proposed Change can be accommodated within the EPBC conditions of approval.

6.2 EPBC Approval consistency questions

Table 4 presents a set of questions that assist Transport to determine whether the Proposed Change can be considered consistent with an EPBC Approval.

Table 4: EPBC Approval consistency questions

Consistency question	Discussion	Consistent
1 Would any conditions of the EPBC Approval need to be varied in light of the change?	As described in Section 6.1, the conditions of the EPBC Approval will not need to be varied as a result of the Proposed Change.	Yes
2 Would an approved action management plan required by a condition of approval need to be varied as a result of the Proposed Change?	There is no approved action management plan required by the EPBC Approval.	Yes
3 Would the Proposed Change constitute a 'new project' under the EPBC Act?	As detailed in Section 2, the impacts associated with the Proposed Change will not constitute as a 'new project' under the EPBC Act.	Yes

7. Conclusion

Based on the consistency assessment in this report, the Proposed Change is considered:

- ☒ Consistent with the Division 5.2 Approval
- ☒ Consistent with the EPBC Approval.

The CEMP and relevant sub-plans will be updated to incorporate the Proposed Change as relevant.

8. Other considerations

8.1 Permits, licenses and other approvals

The Environmental Protection Licence (EPL) for the M7-M12 Integration project covers the approved project and would apply to the Proposed Change. Prior to works commencing, premise maps within the EPL would be amended to display the minor changes to the construction footprint.

A licence agreement is required with WSPT prior to works occurring on WSPT land.

Extraction of water is considered to be exempt under the following clauses of Schedule 4 of the *Water Management (General) Regulation* (2018):

1. Road authorities: A roads authority (within the meaning of the *Roads Act 1993*) - in relation to water required for road construction and road maintenance
2. Dust suppression: Any public authority lawfully engaged in the use of water for dust suppression - in relation to water required for that purpose.

9. Certification

Author

This consistency assessment provides a true and fair review of the Proposed Change for the M12 Motorway project.

Name	<div></div>	Signature	<div></div>
Position	Environmental Approvals	Date	15 July 2024
Organisation	John Holland		

Transport for NSW

The Proposed Change, subject to the implementation of all the environmental requirements of the project, is consistent with the Division 5.2 Approval.

The Proposed Change, subject to the implementation of all the environmental requirements of the project, is consistent with the EPBC Approval.

Name	<div></div>	Name	<div></div>
Signature	<div></div>	Signature	<div></div>
Position	Transport Senior Environment and Sustainability Officer (M12/M7)	Position	Transport Environment and Sustainability Manager
Date	15 July 2024	Date	15 July 2024

I have examined the Proposed Changes by reference to the Division 5.2 Approval in accordance with Section 5.25(2) of the EP&A Act and I have examined the Proposed Changes by reference to the EPBC Approval. I consider that the proposal is consistent with the Division 5.2 Approval and EPBC Approval.

I approve the carrying out the Proposed Change in accordance with those recommendations.

Name	<div></div>
Signature	<div></div>
Position	M12/M7 Project Director
Date	15/7/2024

Appendix A: Heritage advice

Subject: RE: Cecil Road additional land and water take

We have undertaken a desktop review of the proposed additional land and water take along Cecil Road for the M7/M12 Integration Project. Our consistency assessment is below and supporting figures are attached.

It is understood that the proposed works would involve the use of an additional area to the north-west of the intersection of Elizabeth Drive and Cecil Road. This area is adjacent to approved works on Cecil Road. Water carts and a water pump would be used to extract water from an existing dam in the area. The area would also be used for material storage and laydown, which would include laying a 200mm thick layer of DGB20 over geofabric.

Built heritage

A search of relevant statutory heritage registers, M12 Motorway Environmental Assessment Documentation and the M7/M12 CCHMP has not identified any listed heritage items within 100m of the proposed works. As a result, the proposed works would not cause any impacts to heritage items (in accordance with REMM NAH03).

Non-Aboriginal archaeology

A review of the M12 Motorway Environmental Assessment Documentation, including the M12 Motorway Non-Aboriginal Assessment Report in which the area of proposed works was part of Survey Area 37, has not identified any areas of non-Aboriginal archaeological potential in the location of the proposed works. A review of the existing research and historical maps and imagery indicates that the location of the proposed works is primarily associated with agricultural activities, with evidence of structures being limited to an early to mid-twentieth farm house and buildings that would not reach the threshold of local significance.

As a result, it is assessed that there is generally little to no potential for significant non-Aboriginal archaeological remains to be present, and it is not expected that the proposed works would cause any impacts to significant archaeological remains.

Aboriginal archaeology

A review of the M12 Motorway Environmental Assessment Documentation, including the M12 Motorway ACHAR, has not identified any areas of Aboriginal archaeological potential in the location of the proposed works. The area is within the ACHAR detailed investigation area, with no areas of PAD identified from the predictive model or newly identified Aboriginal sites during archaeological surveys. The area is partially within the northern boundary of the 'Cecil Hills complex' that was identified in the ACHAR, but it is noted that neither the ACHAR or the CCHMP identify any mitigation measures required for the 'Cecil Hills complex'.

An extensive search of the AHIMS database undertaken on 12 September 2023 (Search ID 818941) did not identify any recorded Aboriginal sites within 100m of the proposed works. The proposed works would not be undertaken within any landforms that are considered to be archaeologically sensitive as identified in the Due Diligence Code of Practice (Department of Environment, Climate Change and Water 2010). The proposed works would be undertaken in proximity to an ephemeral drainage line associated with Ropes Creek (which is located more than 900m to the north-east), however, this drainage line is a 1st order stream and is not considered to be archaeologically sensitive. In addition, the proposed works would be limited to areas that have likely been subject to some level of ground disturbance associated with historical agricultural activities.

Overall, it is assessed that there is generally low potential for Aboriginal objects to be present. As a result, it is concluded that no known Aboriginal sites would be impacted by the proposed works (in accordance with REMM AH03), and it is not expected that potential subsurface objects would be impacted.

Summary

Overall, it is assessed that the proposed works would not impact any listed heritage items or known Aboriginal or non-Aboriginal sites (in accordance with REMM AH03 and REMM NAH03), and are not expected to impact any potential subsurface Aboriginal objects or significant non-Aboriginal archaeological remains. As a result, the proposed works are considered to be consistent with the existing project approvals.

The works can proceed under the TfNSW Unexpected Heritage Items Procedure (2022), which would be implemented in accordance with CoA E31-E33.

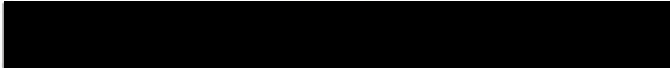
If you have any questions regarding this assessment please let us know.


Thanks,

[Redacted]
Technical Specialist

ARTEFACT

Cultural Heritage Management | Archaeology | Heritage Interpretation | Environmental Planning and Assessment



 Artefact acknowledges Aboriginal and Torres Strait Islander peoples as the traditional owners and custodians of the lands and waters of Australia. We acknowledge the Gadigal and Wangal of Pirrama (Pymont) where our Sydney office is located and the Awabakal, Worimi and Wonnarua of the Hunter Region where our Mulubinba (Newcastle) office is located. We pay our respects to them, their culture and their Elders past and present. We thank them for sustaining and caring for Country for millennia.



Read Artefact's [email disclaimer](#)

Attachment A1: Supporting heritage figures

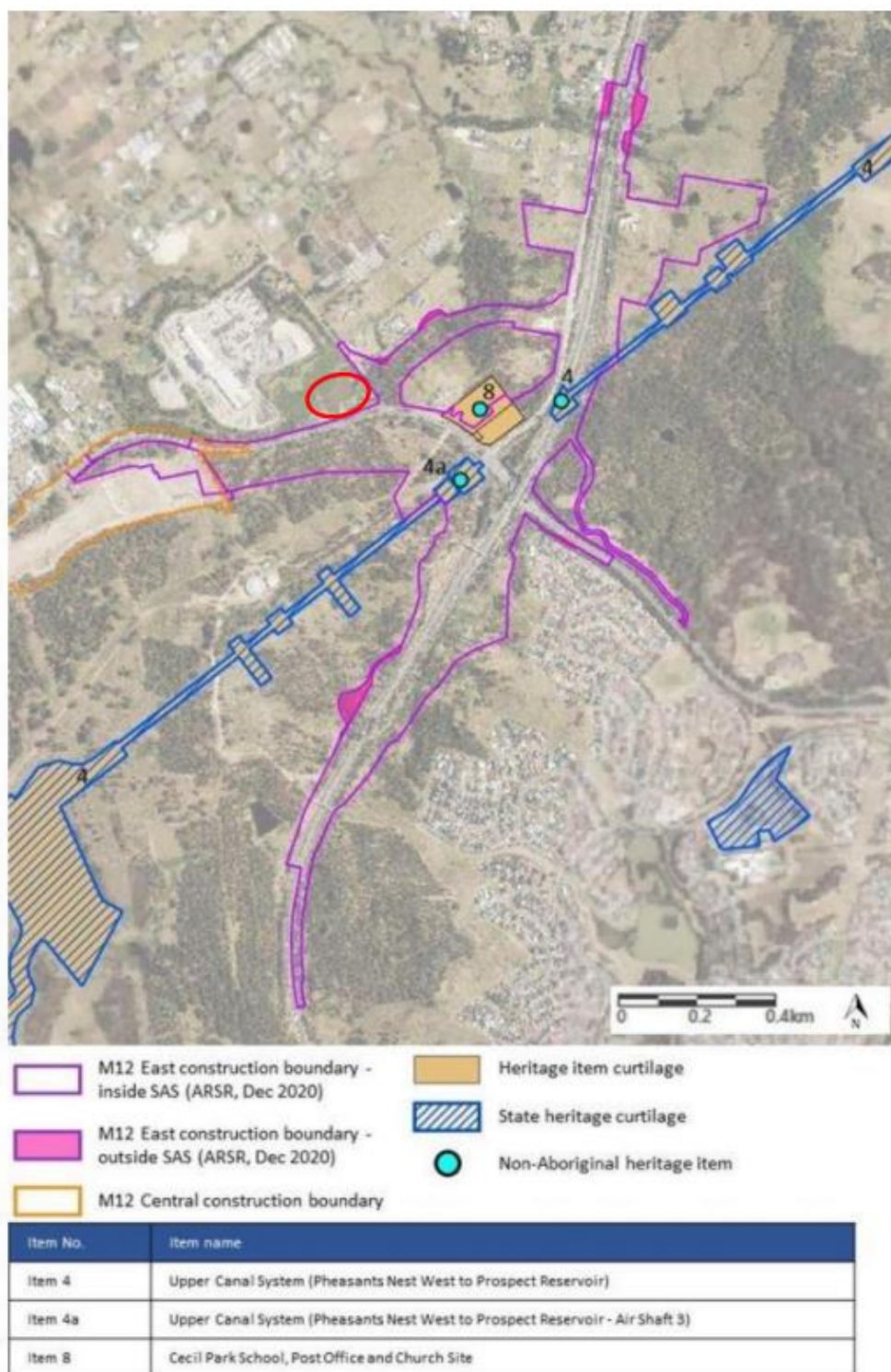


Figure 2: Non-Aboriginal heritage items in relation to M12 East construction boundary, extracted from the M7-M12 Integration Project CCHMP. The indicative location of the proposed works is outlined in red



Figure 3: Reconnaissance map of the neighbourhood of Liverpool camp, 1906, with no structures present near the area of proposed works. The buildings to the east are the Cecil Park School, Post Office and Church Site (Item 8). Source: State Library of NSW, DSM/981.21/A



Figure 4: 1947 aerial imagery of the land on the north-west corner of Elizabeth Drive and Cecil Road, showing a twentieth century house and farm buildings

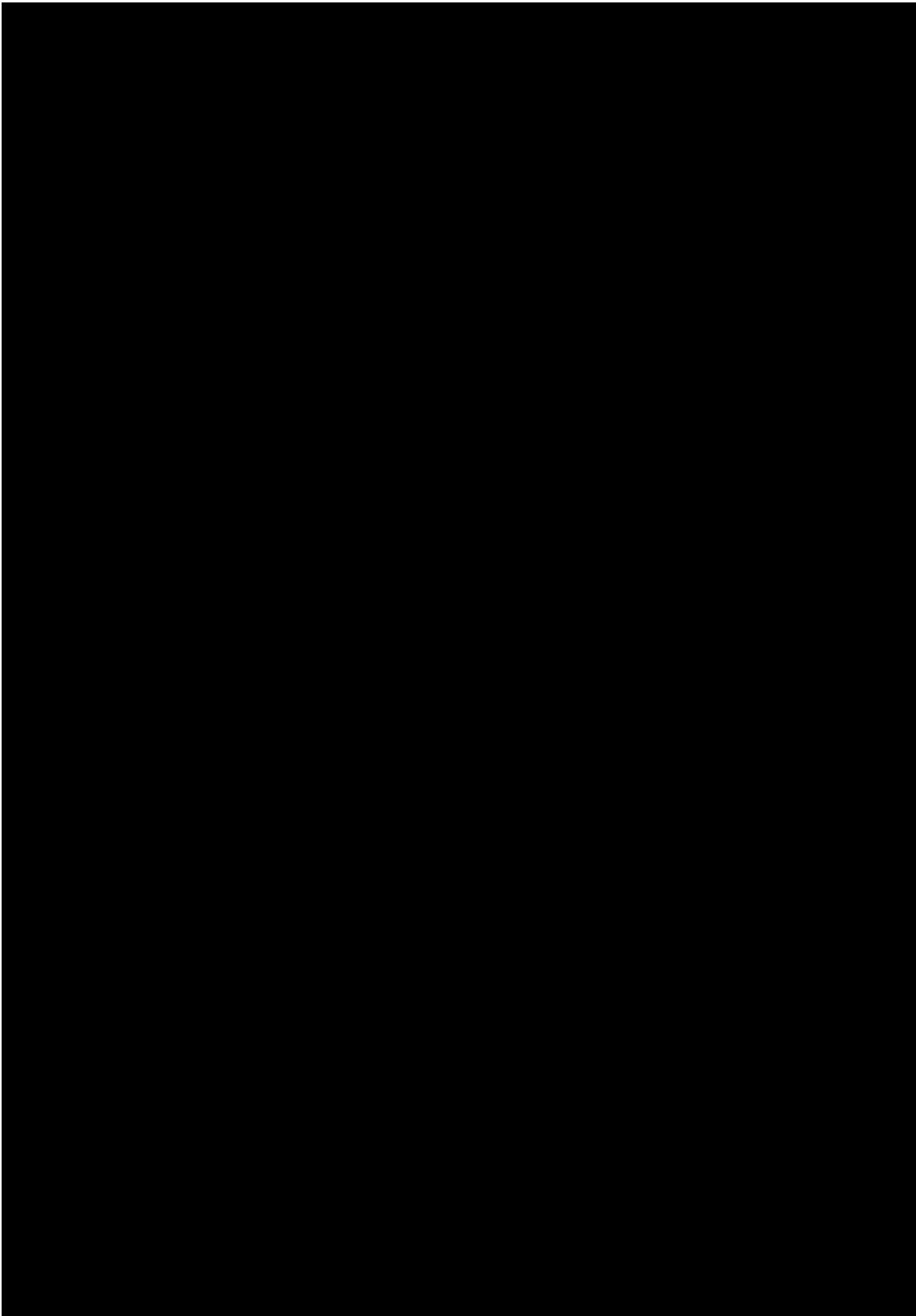
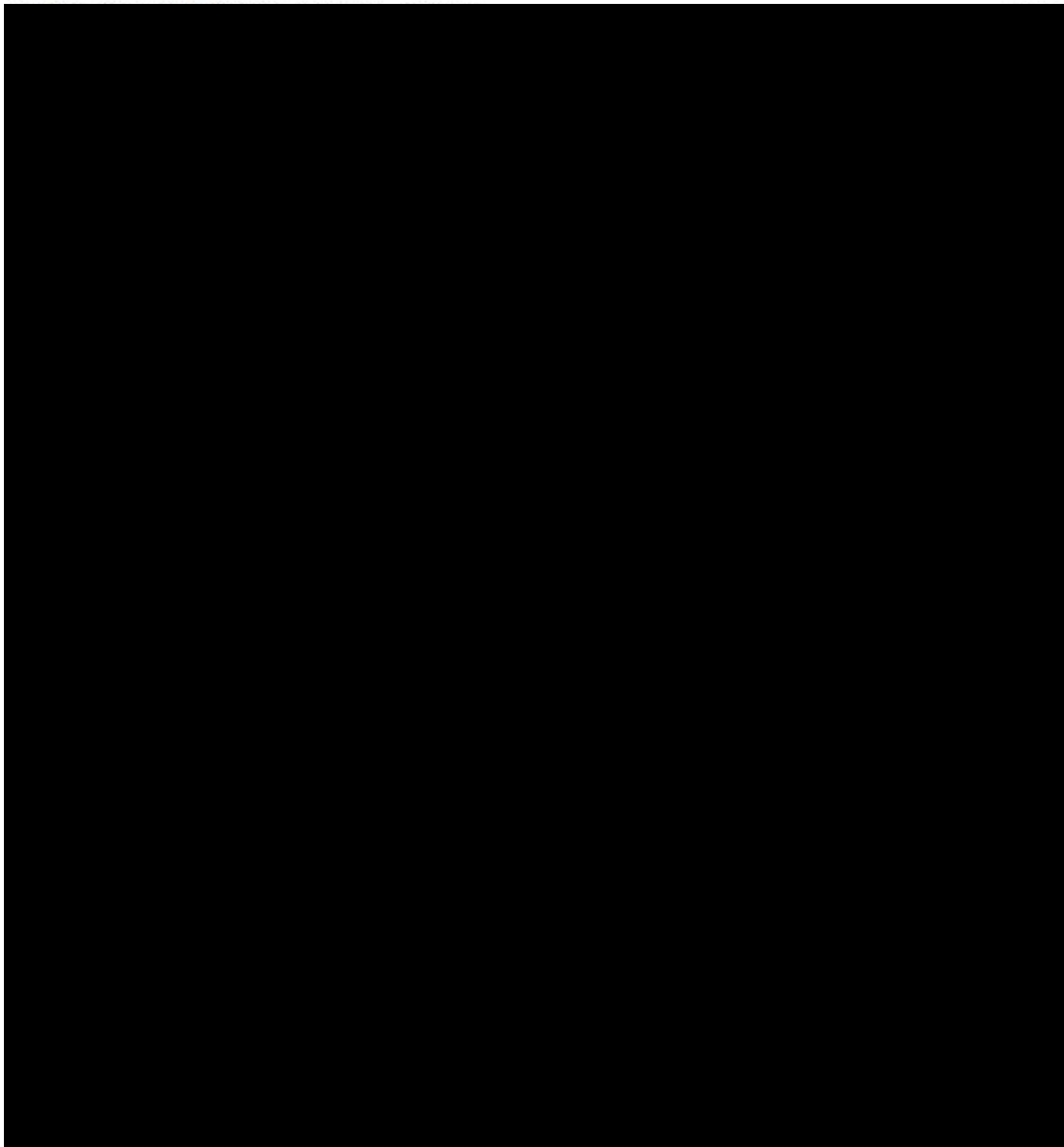


Figure 5: Aboriginal sites in relation to M12 East construction boundary, extracted from the M7-M12 Integration Project CCHMP. The indicative location of the proposed works is outlined in yellow



12 September 2023



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

80	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

Appendix B: Ecology Memo

11 July 2024

To	
Copy to	
From	
Subject	Constraints Assessment of Additional Land and Dam Pumping at Cecil Road (Rev 0)

1. Introduction

Leneco was commissioned by the John Holland Group (JHG) to conduct an ecological assessment of surface water extraction for the M7 M12 Integration Project. This assessment encompasses various aspects, including site access, and is centered around a location adjacent to the M12 Motorway construction boundary at Cecil Road (referred to as the Subject Site).

This assessment will inform a consistency assessment being prepared by JHG with reference to the approved M12 Motorway Project.

2. Scope

The scope or works for this assessment is the extraction of surface water from the farm dam on the western side of Cecil Road. Minor clearing is also required to provide access to the dam for water trucks. JHG have illustrated the sketch presented in **Attachment 1**.

At the completion of the works the site would be reinstated in a like for like condition.

3. Environmental Requirements

The proposed additional works area will be subject to the conditions of the M12 Motorway (SSI 9364) Infrastructure Approval.

Extraction of water for the Project may be subject to an exemption under the following clauses of Schedule 4 of the Water Management (General) Regulation 2018:

2. Road authorities

A roads authority (within the meaning of the Roads Act 1993)—in relation to water required for road construction and road maintenance.

5. Dust suppression

Any public authority lawfully engaged in the use of water for dust suppression—in relation to water required for that purpose.

JHG are responsible for gaining any permissions from TfNSW, as the Public Authority to which these exemptions apply, to undertake the activity.

4. Methods

The ecological assessment was conducted referencing the site description outlined in the Biodiversity Assessment Report (BAR) (RMS, 2019), which was prepared for the M12 Motorway Environmental Assessment Documentation. Although the Subject Site lies outside the designated M12 Project Area, it falls within the study area delineated by the BAR (RMS, 2019), which includes PCT vegetation within a 30-meter radius of the site boundary, where applicable.

While the aquatic assessment in the BAR did not specifically evaluate the dam situated within the Subject Site, it is considered within the broader study area defined by the BAR. Additionally, the aquatic habitat was cross-referenced against data available on the Fisheries Spatial Data Portal (DPI, 2024).

A site inspection was carried out on March 28, 2024, by Paris Bach, Field Ecologist, to verify the site conditions described by in the BAR and data available on the Fisheries Spatial Data Portal (DPI, 2024). The assessment report was prepared by Peter Monsted, Project Ecologist for the M7 M12 Integration Project, who holds a Bachelor of Science (B.Sc.), Master of Science (M.Sc.), and is accredited as a BAM Assessor (BAAS22011).

5. Results

Terrestrial Assessment

The BAR did not map PCT vegetation within the Subject Site. The site inspection confirmed that vegetation within the Subject Site was highly modified and not representative of PCT vegetation. The vegetation was dominated by exotic pasture grasses including Paspalum (*Paspalum dilatatum*) and Giant Parramatta Grass (*Sporobolus fertilis*) and woody weeds such as Blackberry (*Rubus fruticosus*) and African Olive (*Olea eurpoea*). Weeds of National Significance (WONS) were also identified within the site including Blackberry, African Boxthorn (*Lycium ferocissimum*), Willows (*Salix babylonica*), Lantana (*Lantana camara*) and Fireweed (*Senecio madagascariensis*).

A small number of native species of plant were recorded with only one mature tree identified, a Spotted Gum (*Corymbia maculata*), which contained hollows that may provide habitat for native fauna. Other native plant species present were species that persist in highly modified areas, such as pastures, including Kidney Weed (*Dichondra repens*), Knotweed (*Persicaria* spp.) and Slender Grape (*Cayratia clematidea*).

No threatened species of plant were recorded within the site or considered likely to be present given the degraded condition of the site. Likewise, no threatened species of animal were considered likely to be present based on the degraded fauna habitat within the site.

Photos of the site are presented in **Attachment 2**.

A comprehensive flora species list is in **Attachment 3**.

Aquatic Assessment

The farm dam is situated on a 1st order stream, as classified by the Strahler system (1952), and it provides Class 3 - minimal fish habitat, according to Fairfull and Witheridge (2003). However, neither the farm dam nor the associated drainage line is mapped as Key Fish Habitat (DPI, 2024).

The BAR (RMS 2019) concluded that there is no potential habitat for threatened fish species listed under the Fisheries Management (FM) Act within the M12 Motorway study area. Consequently, given the absence of threatened fish species under the FM Act, it is unlikely that extraction from the dam would significantly impact any threatened fish species.

However, during periods of low rainfall, the rate of extraction may surpass the dam's recharge rates. This could lead to a decline in the water level within the dam, affecting water quality by increasing temperature and reducing dissolved oxygen levels. Such conditions may promote the growth of algae blooms, which are unfavourable for native aquatic fauna such as eels, frogs, and turtles, while potentially favouring invasive species like Carp.

There is also a risk that the extraction pumps could inadvertently draw in aquatic fauna, potentially causing injury or fatality to individuals.

6. Recommendations

The limits of the site should be clearly demarcated with flagging in accordance with TfNSW Specification G40 Flagging protocols.

The only mature native tree (Spotted Gum) on site should be avoided where possible, if clearing is unavoidable the tree should be supervised by an Ecologist because of its status as a Habitat Tree.

All weeds including the WONS should be separated from all other vegetation matter, which is most of the site excluding the eucalypt tree and destroyed off site. Within this site the soil is considered unsuitable for re-use. If no earth works are required and slashing is all that is necessary, all WONS should be poisoned with the appropriate chemicals prior to slashing (allowing a week for chemicals to absorb) and regrowth may be re-slashed or sprayed if required.

The following mitigation measures are proposed to manage the ecological risks associated with water extraction from the farm dam and should be documented in an Environmental Work Method Statement (EWMS) for the activity:

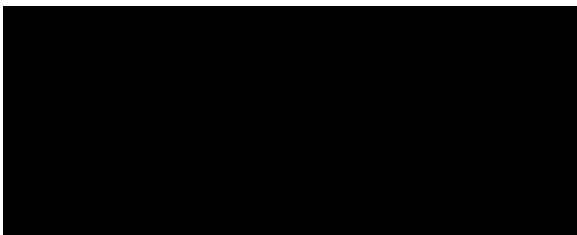
- Install a water level marker and cease extraction if extraction results in a lowering of the water level by > 1m. If the water levels is drawn down below this level, the potential aquatic impacts should be reassessed,
- Install pumping screens to ensure native aquatic fauna are not harmed during the pumping process.

7. Conclusion

The clearing of the additional land and water extraction from the dam on the western side of Cecil Road is considered to be consistent with the impacts assessed in the M12 Motorway BAR (RMS, 2019). Clearing of the site would not result in additional impacts to any PCT vegetation or threatened species, populations of communities and therefore would not require any additional biodiversity offsets would be required to offset as a result of this proposal.

The extraction of water is also likely to be an exempt activity permissible under the Water Management (General) Regulation 2018, and low ecological risk to aquatic fauna residing the farm dam.

Your Sincerely



References

DPI. (2024). Fisheries NSW Spatial Data Portal.

RMS. (2019). M12 Motorway Environmental Impact Statement Appendix E Biodiversity Assessment Report. Roads and Maritime Service

Attachment 1 –Additional Land and Dam Water Extraction on Cecil Road (provided by JHG)



Attachment 2 – Photos

Photo 1- Facing
the North-east



Photo 2- Facing
the South-east



Photo 3- Facing
the West



Photo 4- Facing
the North



Photo 5- Facing
the South-east



Photo 6- Facing
the North-west



Photo 7- Facing the North-west



Photo 8- Marked habitat tree on-site



Attachment 3 - Flora Species List

Species	Common Name	WONS
Exotic Species		
<i>Typha orientalis</i>	Bulrush	n/a
<i>Solanum nigrum</i>	European Black Nightshade	n/a
<i>Conyza bonariensis</i>	Flaxleaf Fleabane	n/a
<i>Verbena bonariensis</i>	Purpletop Vervain	n/a
<i>Sida rhombifolia</i>	Arrowleaf Sida	n/a
<i>Rubus fruticosus</i> sp. agg.	Blackberry	WONS
<i>Salix babylonica</i>	Willow	WONS
<i>Lycium ferocissimum</i>	African Boxthorn	WONS
<i>Olea europaea</i>	African Olive	n/a
<i>Datura stramonium</i>	Thorn Apple	n/a
<i>Lantana camara</i>	Lantana	WONS
<i>Sonchus</i> spp.	Sow Thistle	n/a
<i>Paspalum dilatatum</i>	Dallas Grass	n/a
<i>Rubus fruticosus</i>	Blackberry	WONS
<i>Chascolytrum subaristatum</i>	Southern Wind Grass	n/a
<i>Setaria parviflora</i>	Marsh Bristlegrass	n/a
<i>Plantago lanceolata</i>	Ribwort Plantain	n/a
<i>Senecio madagascariensis</i>	Fireweed	WONS
<i>Solanum sisymbriifolium</i>	Sticky Nightshade	n/a
<i>Solanum nigrum</i>	Black Nightshade	n/a
<i>Senecio pterophorus</i>	African Daisy	n/a
<i>Ageratina adenophora</i>	Croftons Weed	n/a
<i>Sporobolus fertilis</i>	Giant Parramatta Grass	n/a
<i>Onopordum acanthium</i>	Scotch Thistle	n/a
<i>Phytolacca americana</i>	Pokeweed	n/a
<i>Solanum mauritanium</i>	Wild Tobacco	n/a
<i>Ipomea indica</i>	Morning Glory	n/a
<i>Araujia sericifera</i>	Moth Vine	n/a
Native species		
<i>Eucalyptus</i> spp.	Eucalyptus	n/a
<i>Corymbia maculata</i>	Spotted Gum	n/a
<i>Glochidion ferdinandi</i>	Cheese Tree	n/a
<i>Dicondra repens</i>	Kidney Weed	n/a
<i>Persicaria</i> spp.	Knotweed	n/a
<i>Cayratia clematidea</i>	Slender Grape	n/a

Appendix C: Noise assessment results

11 June 2024

2024-06-11_TN188-04 Cecil Road CA OOHW - ID TN188_981.docx

John Holland

From: Renzo Tonin and Associates via Gatewave

Calculation scenario: **Cecil Road CA OOHW** (Gatewave ID TN188_981)

M7-M12 Integration Project – Noise and Vibration Assessment Report

1 Introduction

The Renzo Tonin and Associates web-based construction assessment tool (Gatewave) has been used to prepare this noise and vibration assessment report for John Holland and the M7-M12 Integration Project (the Project).

The overall noise and vibration impacts from the Project works and associated mitigation measures (e.g. hoardings) have already been addressed in the Project's Construction Noise and Vibration Impact Statements (CNVIS). This tool allows specific work areas and activities to be assessed as construction works progress. It also allows cumulative noise impact from other aspects of the Project or, where relevant noise from other construction projects, to be assessed and managed in accordance with the Project's Construction Noise and Vibration Management Plan (CNVMP, reference M712UDC-JOHN HOLLANDRP-M7A-EN-PLN-00000_M12East_CNVMP).

2 Assessment methodology

2.1 Construction noise

Results for the assessment of airborne noise were determined using a CadnaA computer noise model developed for the Project. The CadnaA noise model incorporates ground elevation contours, building heights, the built environment and atmospheric conditions to predict construction noise in accordance with the International Standard ISO 9613-2:1996 implementing quality standard ISO 17534-1:2015.

Results from the CadnaA noise model are exported and stored into the Gatewave database which allows for the prediction of the total cumulative noise from all construction activities.

A summary of the noise calculation parameters is detailed in Table 1.

Table 1: Summary of noise modelling parameters

Parameters	Inputs
Calculation method	ISO 9613-2:1996 implementing quality standard ISO 17534-1:2015
Location of noise sources above the local ground	1.5m
Height of receivers	1.5m above ground level to represent 1.5m above ground floor level Additional 3m height for every additional floor assessed (i.e. 4.5m above ground for first floor, 7.5m for second floor etc.)
Sound Power Levels (L_w) of plant and equipment	All L_w data obtained from Renzo Tonin & Associates database Detailed in Section 3
Construction activities	Detailed in Section 3
Ground absorption	Varying from 1 for absorptive surfaces (e.g. park land), 0.5 (e.g. residential areas) to 0 for reflective surfaces (e.g. water, concrete, paving);
Noise barriers and screening	As detailed in Project CNVIS

2.2 Construction vibration

If there are any vibration intensive plant and equipment, the recommended minimum working distances (MWD) are presented in Table 4.

3 Construction activities, work areas and NCAs

3.1 Construction activities

3.1.1 Plant and equipment use

A summary of the plant and equipment operating during each assessment time period is presented in Table 2. Note that Table 2 identifies if a plant/equipment item is used for part or all of the assessment period on a given day, and does not necessarily denote if the plant/equipment are operating concurrently (refer APPENDIX A for details on which plant/equipment are operating together).

Table 2: Proposed construction activities and associated sound power levels

Activity/plant/equipment	Number in use				Sound power level, dB(A)		High impact item	Noise reduction from mitigation measures, dB(A)
	Day	Day (OOH)	Evening	Night	Leq	Lmax		
New Wallgrove Road								
Standard hours								
Light vehicles	7	-	7	-	97	100	-	-
Hand tools	10	-	10	-	117	111	-	-
Excavator with bucket (35T)	1	-	1	-	108	112	-	-
Excavator w bucket (25t)	1	-	1	-	103	108	-	-
Excavator - 18t rubber wheeled	1	-	1	-	100	105	-	-
Excavator w bucket (13t)	1	-	1	-	103	108	-	-
Truck and Dog	15	-	15	-	118	111	-	-
Smooth drum roller (13t) - static mode	1	-	1	-	109	113	-	-
Smooth drum roller (21t) - static mode	1	-	1	-	108	112	-	-
Soil Compactor CP16	1	-	1	-	108	112	-	-
Tipper	1	-	1	-	103	111	-	-
Roller (2t) - low vibration mode	1	-	1	-	111	110	Yes	-
Bulldozer (D6)	1	-	1	-	111	115	-	-
Pump	1	-	1	-	104	107	-	-
Cecil Road CA								
Telehandler / Franna crane (20t)	1	-	-	-	99	103	-	-
Water cart	1	-	-	-	104	107	-	-
Vacuum truck	1	-	-	-	107	111	-	-
Tipper	1	-	1	1	103	111	-	-
Skid steer / Bobcat (2T)	1	-	-	-	102	107	-	-
Excavator - 18t rubber wheeled	1	-	-	-	100	105	-	-
Excavator w bucket (25t)	1	-	-	-	103	108	-	-
Smooth drum roller (13t) - high vibration mode	1	-	-	-	114	113	Yes	-
Truck and Dog	1	-	-	-	106	111	-	-
Water pump	1	-	-	-	93	97	-	-
Moxy	1	-	-	-	108	111	-	-
Light vehicles	30	-	30	30	94	100	-	-
Lighting tower	-	-	3	3	104	102	-	-

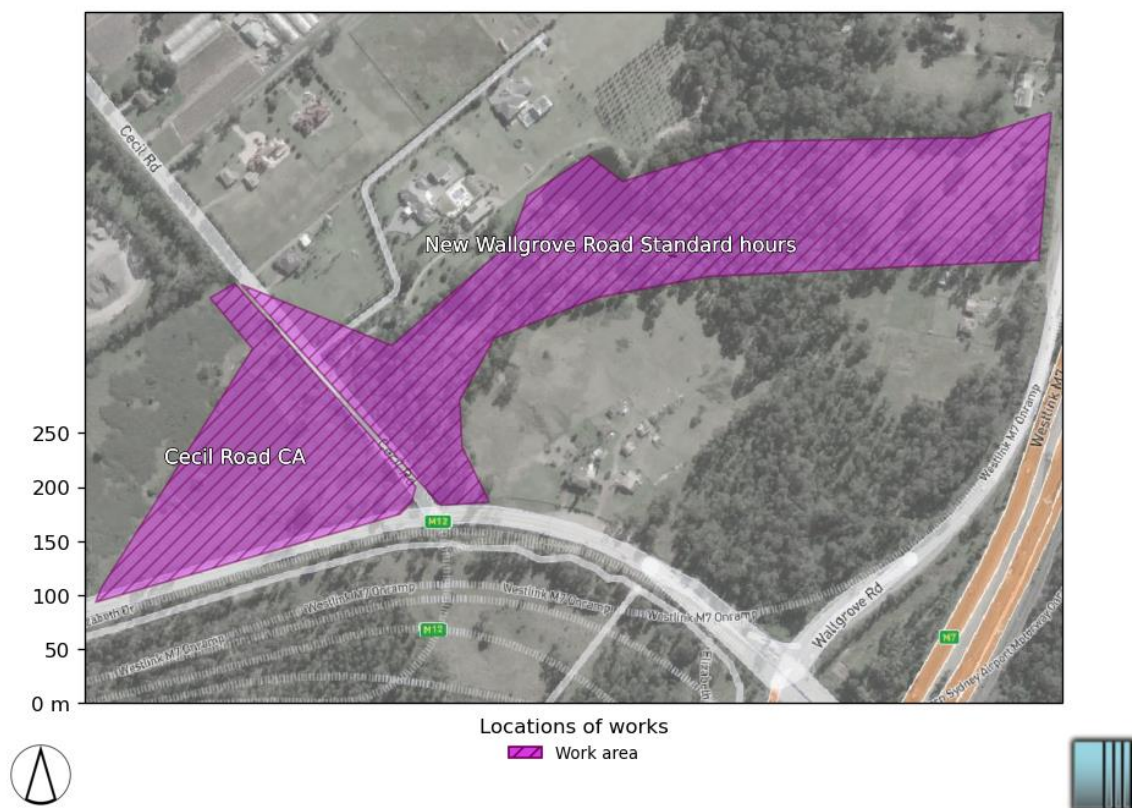
Activity/plant/equipment	Number in use				Sound power level, dB(A)		High impact item	Noise reduction from mitigation measures, dB(A)
	Day	Day (OOH)	Evening	Night	Leq	Lmax		
Hand tools	3	-	3	3	102	111	-	-
Compactor / Wacker packer	1	-	-	-	108	110	-	-
40T Franna Crane	1	-	-	-	100	106	-	-
Generator	1	-	1	1	89	90	-	5

Notes:

- 1) Refer APPENDIX A for plant/equipment timings and to identify which items operate concurrently.
- 2) Equipment marked in **orange** are not verified by Renzo Tonin and Associates

The locations of the construction activities are presented in Figure 1.

Figure 1: Construction work areas



4 Construction noise and vibration impacts

4.1 Predicted noise levels

4.1.1 Construction $L_{Aeq,15min}$ assessment

Noise levels were determined by modelling the noise sources, receiver locations, and operating activities, based on the information presented in Table 2.

The noise predictions presented in this report represent a realistic worst-case scenario when construction occurs at the closest location within a specific work area. At each receiver, noise levels will vary during the construction period based on the position of equipment within the work area, the distance to the receiver, the construction activities being undertaken and the noise levels of particular plant items and equipment. Actual noise levels will often be less than the predicted levels presented.

A summary of the results is presented in Table 3. NMLs and predictions for the three worst-affected receivers for each works area are provided in Table 5. Detailed noise results including additional mitigation measures are provided in APPENDIX B and presented visually in noise maps in APPENDIX C.

Table 3: Summary of receivers above relevant NMLs

NCA	Day		Day (OOH)		Evening		Night	
	dB(A) above NML	No. of properties	dB(A) above NML	No. of properties	dB(A) above NML	No. of properties	dB(A) above NML	No. of properties
M7_NCA18	0 to 10	0	0 to 5		0 to 5	0	0 to 5	0
	> 10	0	5 to 15		5 to 15	0	5 to 15	0
	Over 75 dB(A)	0	15 to 25		15 to 25	0	15 to 25	0
			> 25		> 25	0	> 25	0
TfNSW_NCA16 b	0 to 10	0	0 to 5		0 to 5	0	0 to 5	0
	> 10	0	5 to 15		5 to 15	0	5 to 15	0
	Over 75 dB(A)	0	15 to 25		15 to 25	0	15 to 25	0
			> 25		> 25	0	> 25	0
M12_NCA03	0 to 10	0	0 to 5		0 to 5	0	0 to 5	0
	> 10	0	5 to 15		5 to 15	0	5 to 15	0
	Over 75 dB(A)	0	15 to 25		15 to 25	0	15 to 25	0
			> 25		> 25	0	> 25	0
M7_NCA17	0 to 10	0	0 to 5		0 to 5	0	0 to 5	0
	> 10	0	5 to 15		5 to 15	1	5 to 15	0
	Over 75 dB(A)	0	15 to 25		15 to 25	0	15 to 25	0
			> 25		> 25	0	> 25	0
TfNSW_NCA35	0 to 10	3	0 to 5		0 to 5	3	0 to 5	4
	> 10	0	5 to 15		5 to 15	4	5 to 15	2
	Over 75 dB(A)	2	15 to 25		15 to 25	2	15 to 25	0
			> 25		> 25	0	> 25	0
Industrial	0 to 10	0	0 to 5		0 to 5	0	0 to 5	0
	> 10	0	5 to 15		5 to 15	0	5 to 15	0

NCA	Day		Day (OOH)		Evening		Night	
	dB(A) above NML	No. of properties	dB(A) above NML	No. of properties	dB(A) above NML	No. of properties	dB(A) above NML	No. of properties
Place of Worship	Over 75 dB(A)	0	15 to 25		15 to 25	0	15 to 25	0
			> 25		> 25	0	> 25	0
	0 to 10	0	0 to 5		0 to 5	0	0 to 5	0
	> 10	0	5 to 15		5 to 15	0	5 to 15	0
Educational	Over 75 dB(A)	0	15 to 25		15 to 25	0	15 to 25	0
			> 25		> 25	0	> 25	0
	0 to 10	0	0 to 5		0 to 5	0	0 to 5	0
	> 10	0	5 to 15		5 to 15	0	5 to 15	0
	Over 75 dB(A)	0	15 to 25		15 to 25	0	15 to 25	0
			> 25		> 25	0	> 25	0

4.2 Predicted vibration levels

The recommended MWDs for cosmetic damage and human annoyance are presented in Table 4.

Table 4: Generic minimum working distances for cosmetic damage and human annoyance

Plant item	Reference	Minimum working distance, m			
		Cosmetic damage (screening criteria)		Human comfort (screening limit)	
		Heritage buildings	Non-heritage	Residential ¹	Non-residential ²
Roller (2t) - low vibration mode		5	5	15	5
Bulldozer (D6)	CAT D6 and D6 XE Technical Specifications	5	5	10	5
Smooth drum roller (13t) - high vibration mode	RTA ROLLER_009	15	5	75	30
Compactor / Wacker packer	RTA COMPAC_007	5	5	15	5

Notes:

1. Screening limit for residences, night time
2. Screening limit for offices, schools, educational institutions and places of worship (day or night)

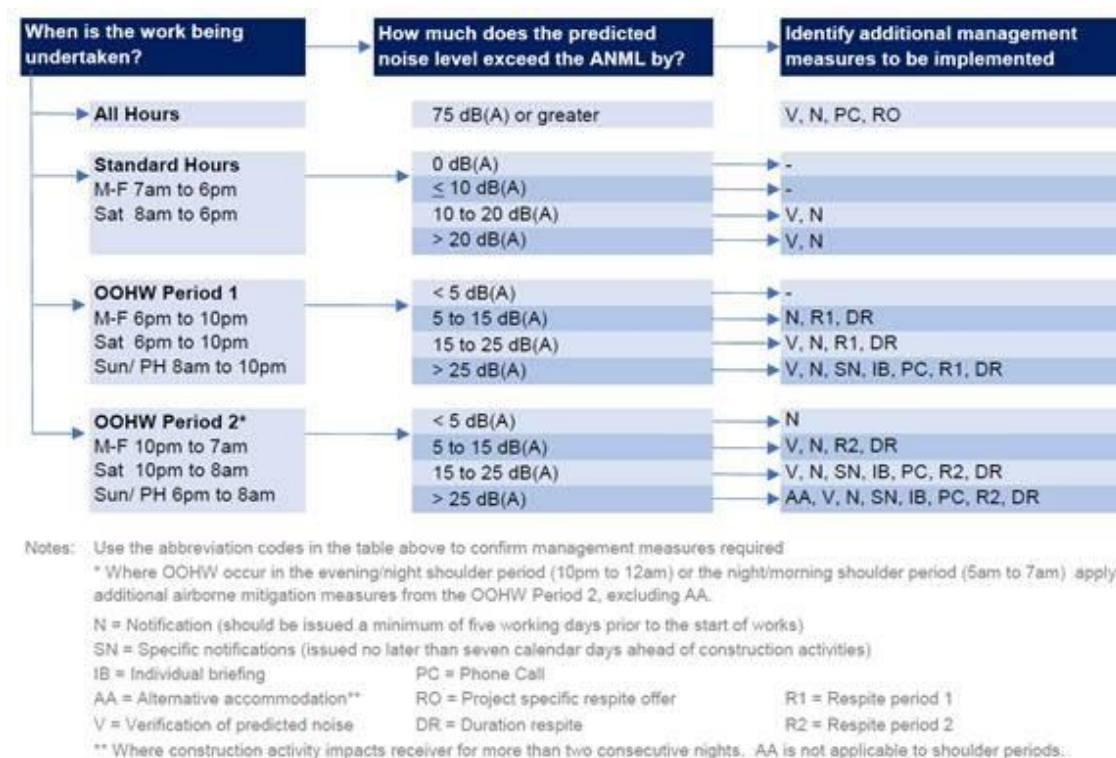
4.3 Mitigation measures

4.3.1 Additional noise mitigation measures

In accordance with the CNVG, where, after application of all reasonable and feasible mitigation measures, the $L_{Aeq(15\text{minute})}$ airborne construction noise levels are still predicted to exceed the NMLs, additional airborne noise mitigation measures can be applied to further limit the risk of annoyance from construction noise.

Figure 2 presents a summary of the additional noise mitigation measures applicable for construction activities where, after application of all reasonable and feasible mitigation options, construction noise levels still exceed the NMLs.

Figure 2: Additional airborne noise mitigation measures



4.3.2 Noise monitoring plan

Attended noise monitoring is to be undertaken to verify that noise levels resulting from works are in accordance with the levels predicted in this noise and vibration assessment report, subject to obtaining the property owner/occupier's consent to access the property (where required). Noise monitoring should be carried out on or near the property boundary at a location representative of the worst affected location (i.e. in publicly accessible areas on or near the nominated receivers, typically at ground level).

Table 5 identifies potential monitoring locations in each NCA, which are the three worst noise-affected receivers for each NCA from the works.

Note: Gatewave tries to find the most affected receivers in each NCA (up to 3 locations) purely based on the numerical results. These locations will be reviewed for suitability based on safety, accessibility, will provide valid data, etc. If not suitable, alternative suitable locations will be selected for verification monitoring.

If monitoring levels exceed predicted levels, continual improvement and corrective action measures will be implemented, (e.g. investigate cause, review work or activity, scheduling, etc).

Table 5: Nominated verification monitoring locations

Receiver			Noise management levels (NMLs), dB(A)				Sleep disturbance goals, dB(A)		Predicted noise levels, dB(A) Leq,15min				Predicted noise levels, dB(A) Lmax
NCA	Address	Land use	NML Day	NML Day (OOH)	NML Evening	NML Night	Lmax (screening)	Lmax (limit)	Day	Day (OOH)	Evening	Night	Night
M7_NCA18		Residential	57	52	52	52	62	65	47	-	47	29	36
M7_NCA18		Residential	57	52	52	52	62	65	49	-	49	29	36
M7_NCA18		Residential	57	52	52	52	62	65	48	-	48	28	35
TfNSW_NCA16b		Residential	58	53	50	43	55	65	43	-	42	24	32
TfNSW_NCA16b		Residential	58	53	50	43	55	65	45	-	45	23	30
TfNSW_NCA16b		Residential	58	53	50	43	55	65	44	-	44	23	30
M12_NCA03		Residential	49	44	44	40	55	65	44	-	43	29	36
M12_NCA03		Residential	49	44	44	40	55	65	42	-	41	27	34

Receiver			Noise management levels (NMLs), dB(A)				Sleep disturbance goals, dB(A)		Predicted noise levels, dB(A) Leq,15min				Predicted noise levels, dB(A) Lmax
NCA	Address	Land use	NML Day	NML Day (OOH)	NML Evening	NML Night	Lmax (screening)	Lmax (limit)	Day	Day (OOH)	Evening	Night	Night
M12_NCA03		Residential	49	44	44	40	55	65	42	-	41	27	34
M7_NCA17		Residential	75	70	62	50	60	65	72	-	72	37	44
M7_NCA17		Residential	75	70	62	50	60	65	51	-	51	32	39
M7_NCA17		Residential	75	70	62	50	60	65	53	-	52	31	38
TfNSW_NCA35		Residential	68	63	59	47	57	65	79	-	78	61	68
TfNSW_NCA35		Residential	68	63	59	47	57	65	68	-	67	53	60
TfNSW_NCA35		Residential	68	63	59	47	57	65	72	-	72	50	57

4.3.3 Vibration monitoring

It is noted that the generic MWDs in Table 4 are taken from a database of vibration levels measured at various sites or obtained from other sources (e.g. BS5228-2:2009). They are not specific to these works as final vibration levels are dependent on many factors including the actual plant used, its operation and the intervening geology between the activity and the receiver.

Site specific MWDs for vibration significant plant items must be measured on site where plant and equipment are likely to operate close to or within the generic MWDs for both cosmetic damage and human annoyance. These site specific MWDs will then be included in Gatewave.

If works are likely to be within the generic or site specific MWDs, attended vibration monitoring is to be undertaken to verify that vibration levels comply with the vibration objectives described in the NVMP.

Additional monitoring for human annoyance from vibration would be carried out proactively and in response to vibration complaints.

Vibration monitoring should follow the procedures outlined in the Construction Noise and Vibration Monitoring Program (Appendix B of the CNVMP).

Important disclaimer

- * This document has been partly automatically generated by Gatewave™, software for prediction, assessment and management of noise and vibration, developed by Renzo Tonin and Associates.
- * This document is uncontrolled. Please contact Renzo Tonin and Associates if you suspect there are any errors in this report.
- * Results in this report are based on the assumptions described in Section 0 and inputs presented in Section 3. Noise and vibration monitoring data will be collected to ensure Gatewave is verified and adjusted, if required.
- * Renzo Tonin and Associates cannot be held liable for the misuse of the software Gatewave™, including any errors that may be contained within the software.

APPENDIX A Summary of works

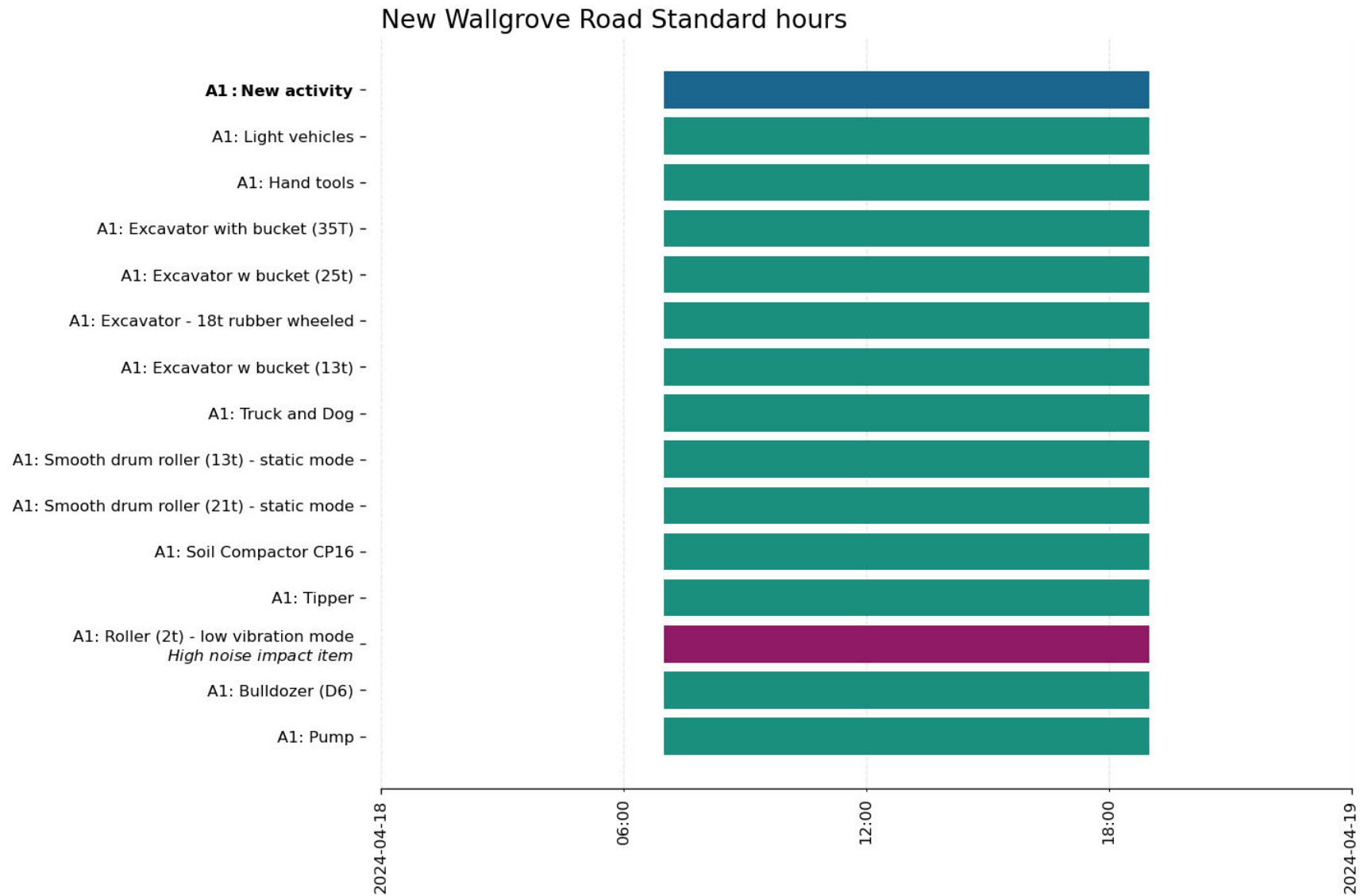
A.1 Plant and equipment

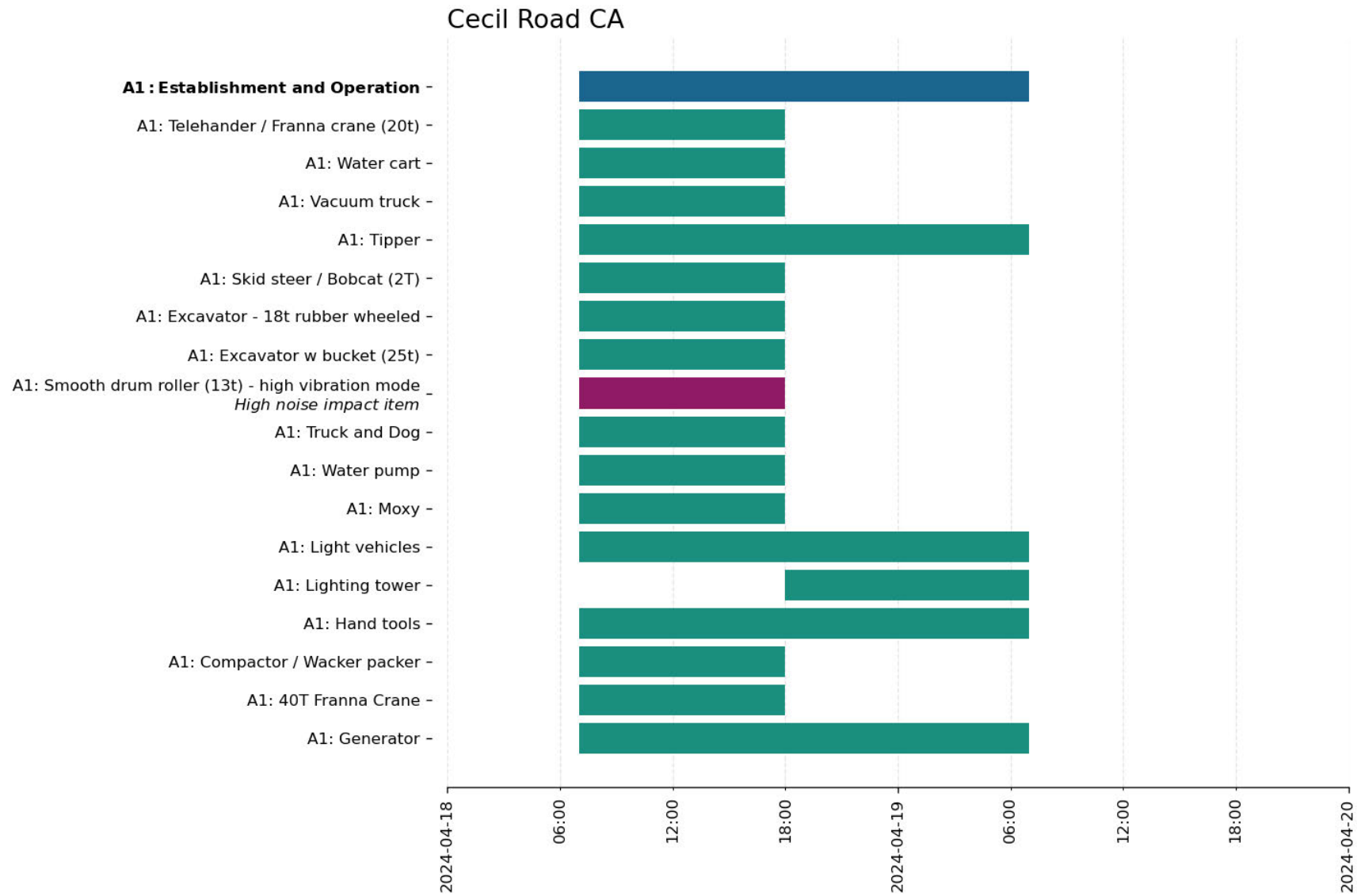
Table 6: Plant and equipment schedule for work area: New Wallgrove Road Standard hours

Equipment	Penalty, dB(A)	Quantity	Intensity	Reduction, dB	Sound power level, dB(A)		Start time	End time
					L _{eq,15min}	L _{max}		
New activity								
Light vehicles	-	7	100%	0	97	100	2024-04-18 07:00:00	2024-04-18 19:00:00
Hand tools	-	10	100%	0	117	111	2024-04-18 07:00:00	2024-04-18 19:00:00
Excavator with bucket (35T)	-	1	100%	0	108	112	2024-04-18 07:00:00	2024-04-18 19:00:00
Excavator w bucket (25t)	-	1	100%	0	103	108	2024-04-18 07:00:00	2024-04-18 19:00:00
Excavator - 18t rubber wheeled	-	1	100%	0	100	105	2024-04-18 07:00:00	2024-04-18 19:00:00
Excavator w bucket (13t)	-	1	100%	0	103	108	2024-04-18 07:00:00	2024-04-18 19:00:00
Truck and Dog	-	15	100%	0	118	111	2024-04-18 07:00:00	2024-04-18 19:00:00
Smooth drum roller (13t) - static mode	-	1	100%	0	109	113	2024-04-18 07:00:00	2024-04-18 19:00:00
Smooth drum roller (21t) - static mode	-	1	100%	0	108	112	2024-04-18 07:00:00	2024-04-18 19:00:00
Soil Compactor CP16	-	1	100%	0	108	112	2024-04-18 07:00:00	2024-04-18 19:00:00
Tipper	-	1	100%	0	103	111	2024-04-18 07:00:00	2024-04-18 19:00:00
Roller (2t) - low vibration mode	5	1	100%	0	111	110	2024-04-18 07:00:00	2024-04-18 19:00:00
Bulldozer (D6)	-	1	100%	0	111	115	2024-04-18 07:00:00	2024-04-18 19:00:00
Pump	-	1	100%	0	104	107	2024-04-18 07:00:00	2024-04-18 19:00:00

Table 7: Plant and equipment schedule for work area: Cecil Road CA

Equipment	Penalty, dB(A)	Quantity	Intensity	Reduction, dB	Sound power level, dB(A)		Start time	End time
					L _{eq,15min}	L _{max}		
Establishment and Operation								
Telehandler / Franna crane (20t)	-	1	100%	0	99	103	2024-04-18 07:00:00	2024-04-18 18:00:00
Water cart	-	1	100%	0	104	107	2024-04-18 07:00:00	2024-04-18 18:00:00
Vacuum truck	-	1	100%	0	107	111	2024-04-18 07:00:00	2024-04-18 18:00:00
Tipper	-	1	100%	0	103	111	2024-04-18 07:00:00	2024-04-19 07:00:00
Skid steer / Bobcat (2T)	-	1	100%	0	102	107	2024-04-18 07:00:00	2024-04-18 18:00:00
Excavator - 18t rubber wheeled	-	1	100%	0	100	105	2024-04-18 07:00:00	2024-04-18 18:00:00
Excavator w bucket (25t)	-	1	100%	0	103	108	2024-04-18 07:00:00	2024-04-18 18:00:00
Smooth drum roller (13t) - high vibration mode	5	1	100%	0	114	113	2024-04-18 07:00:00	2024-04-18 18:00:00
Truck and Dog	-	1	100%	0	106	111	2024-04-18 07:00:00	2024-04-18 18:00:00
Water pump	-	1	100%	0	93	97	2024-04-18 07:00:00	2024-04-18 18:00:00
Moxy	-	1	100%	0	108	111	2024-04-18 07:00:00	2024-04-18 18:00:00
Light vehicles	-	30	10%	0	94	100	2024-04-18 07:00:00	2024-04-19 07:00:00
Lighting tower	-	3	100%	0	104	102	2024-04-18 18:00:00	2024-04-19 07:00:00
Hand tools	-	3	10%	0	102	111	2024-04-18 07:00:00	2024-04-19 07:00:00
Compactor / Wacker packer	-	1	100%	0	108	110	2024-04-18 07:00:00	2024-04-18 18:00:00
40T Franna Crane	-	1	100%	0	100	106	2024-04-18 07:00:00	2024-04-18 18:00:00
Generator	-	1	100%	5	89	90	2024-04-18 07:00:00	2024-04-19 07:00:00

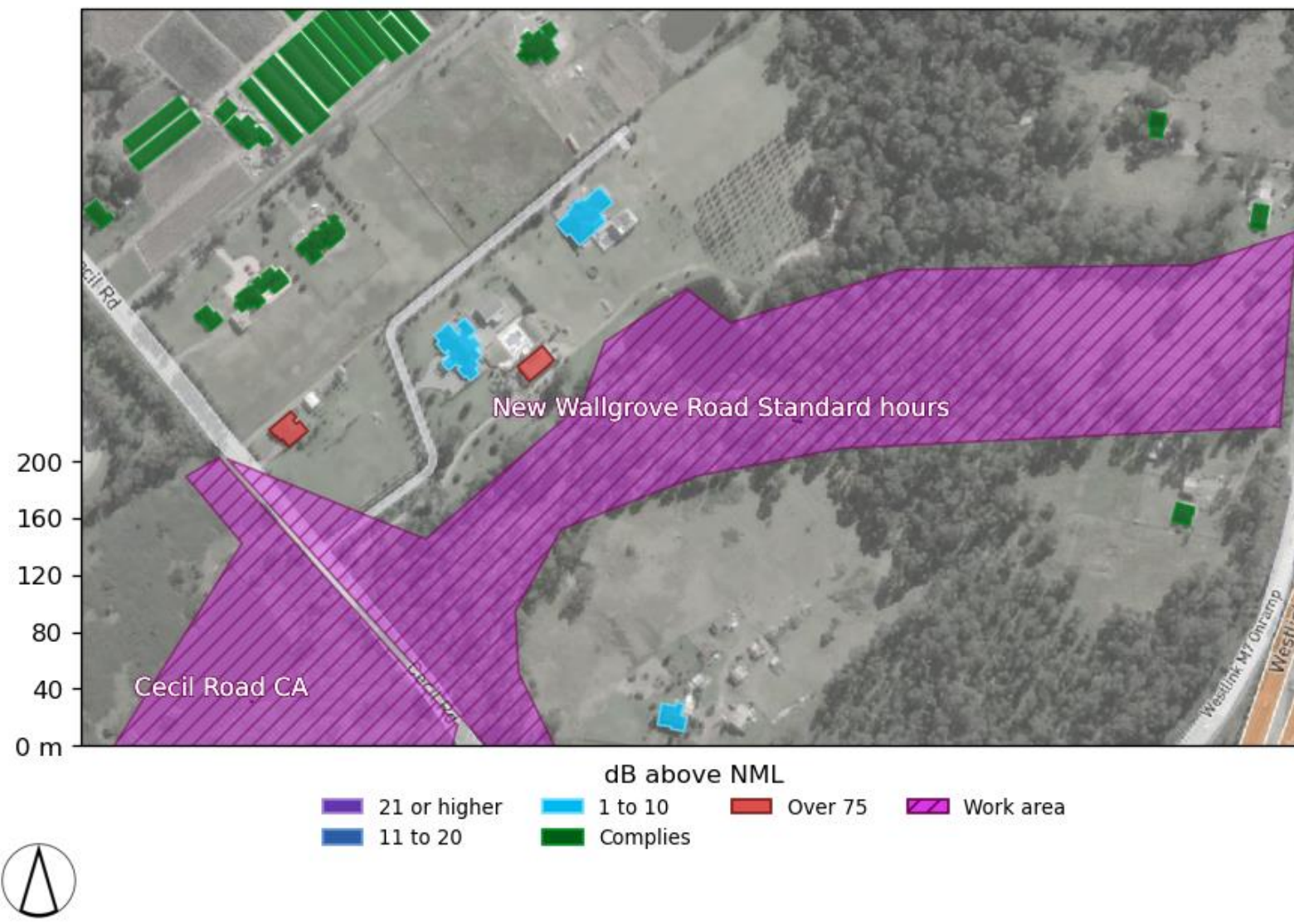




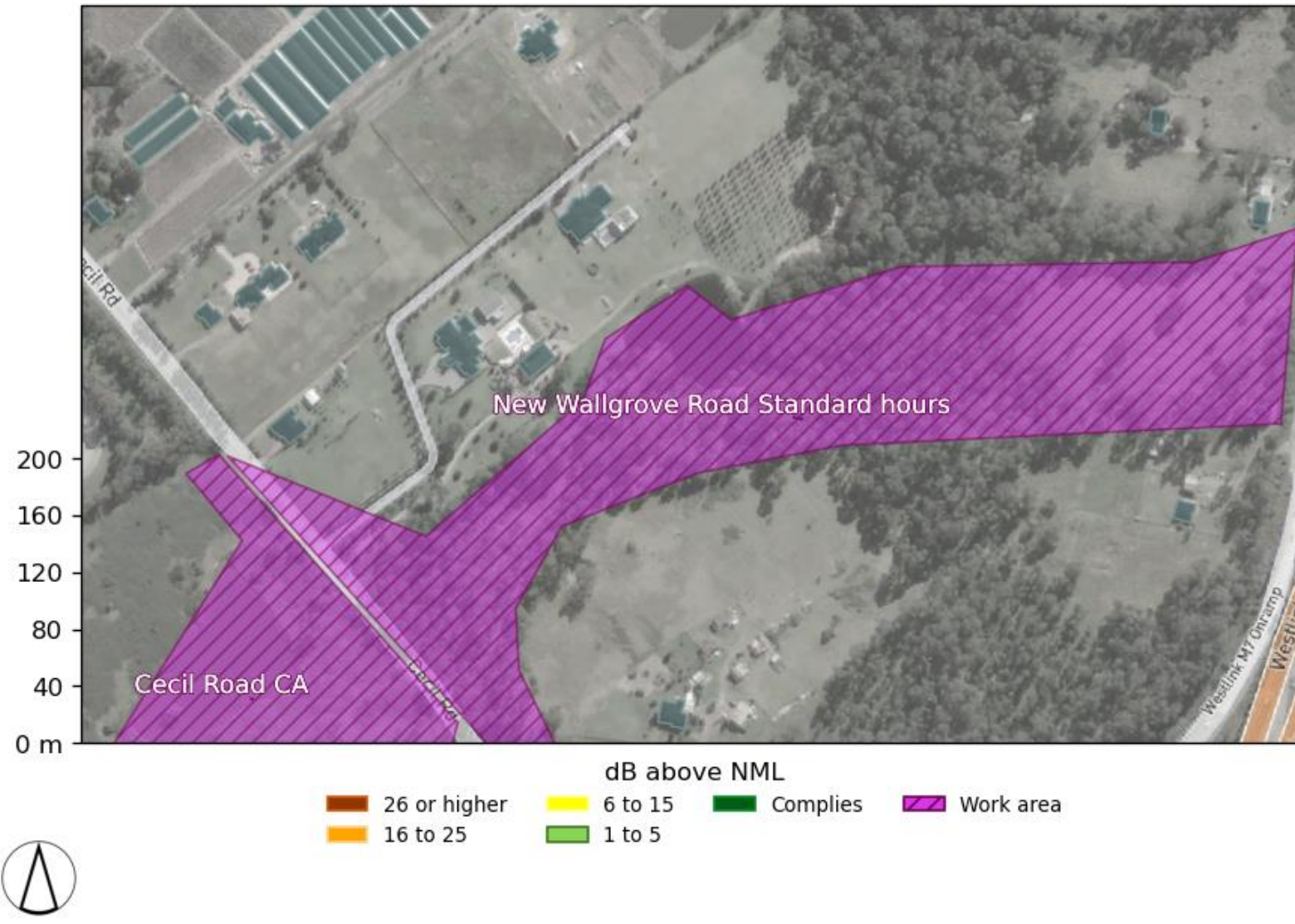
APPENDIX B **Detailed construction noise results**

APPENDIX C Noise level above nominated target

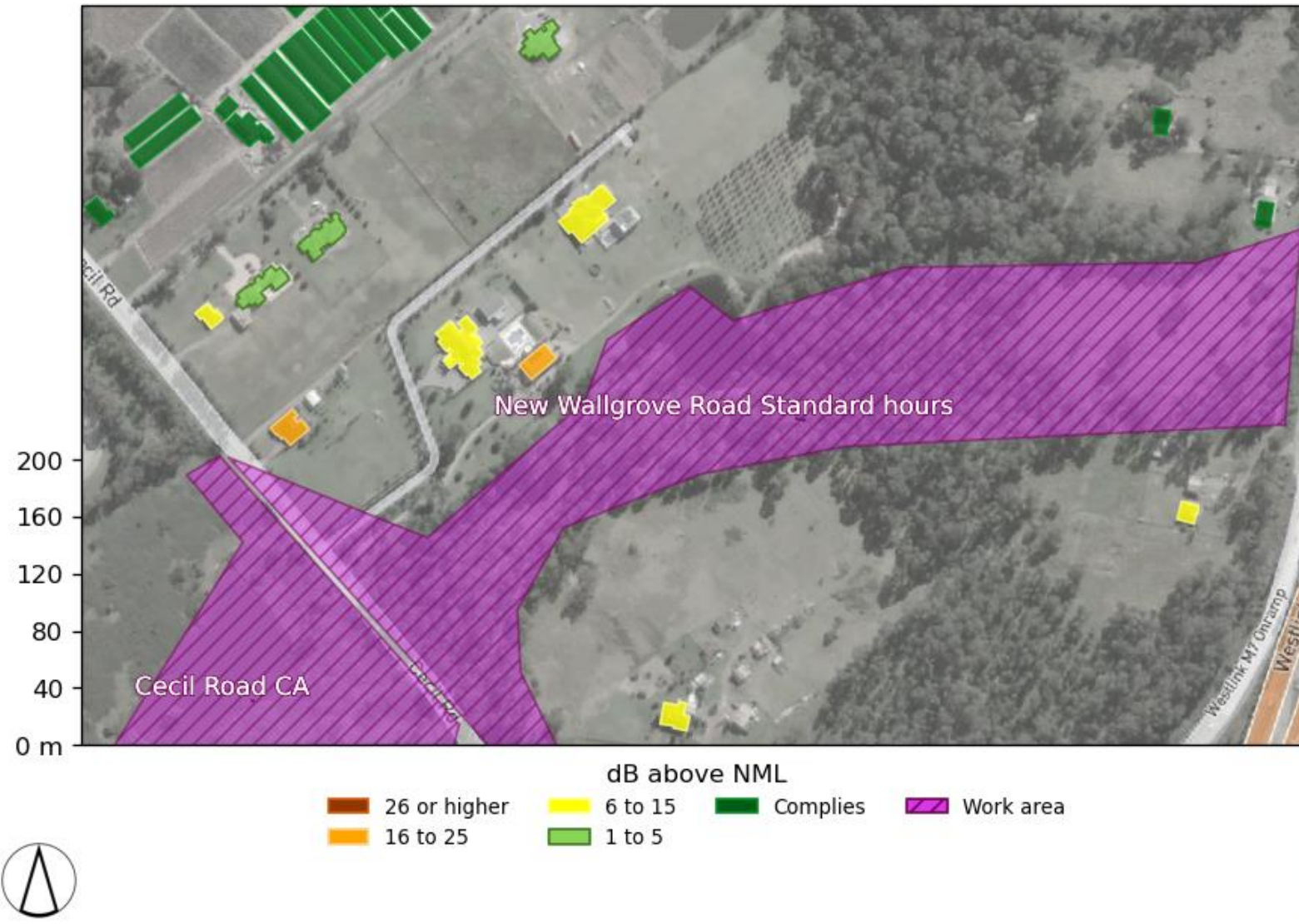
Noise level above NML Day (area 1 of 1)



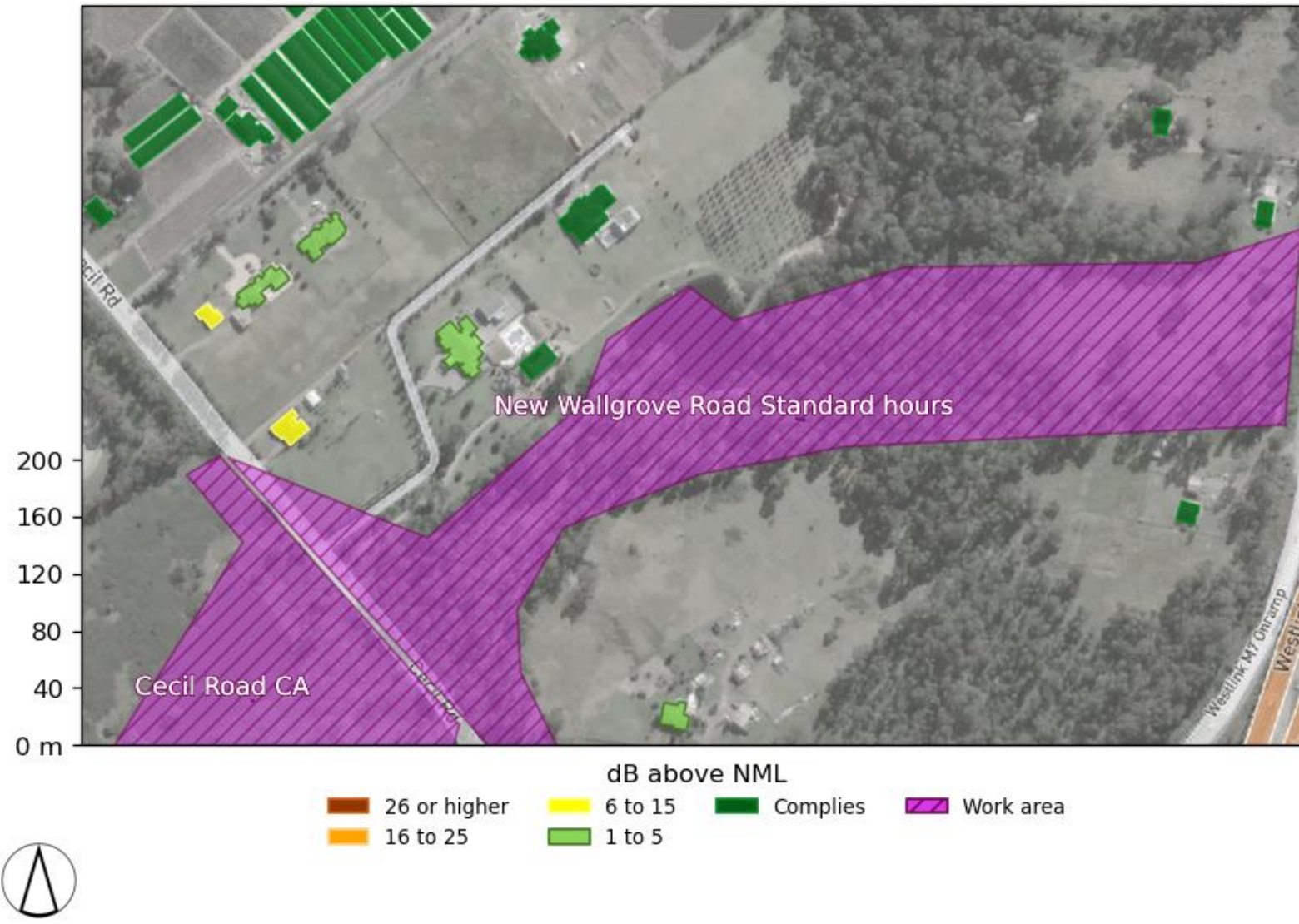
Noise level above NML Day (OOH) (area 1 of 1)



Noise level above NML Evening (area 1 of 1)



Noise level above NML Night (area 1 of 1)



Appendix D: Conditions of Approval and Revised Environmental Management Measures

Table 1: NSW CoA

No.	Condition of Approval	Discussion	Consistent
A1	The Proponent must carry out the CSSI in accordance with the terms of approval and generally in accordance with:	The Proposed Change, as described in Section 2.1, can be carried out in accordance with the EAD and is generally in accordance with the description of the CSSI provided in Condition A1.	Yes
	(a) M12 Motorway Environmental Impact Statement (dated October 2019);		
	(b) M12 Motorway Submissions Report (dated October 2020);		
	(c) M12 Motorway Amendment Report (dated October 2020);		
	(d) M12 Motorway Amendment Report - Submissions Report (dated December 2020); and		
	(e) M12 Motorway Amendment Report - Submissions Report - Amendment (dated 8 March 2021).		
A2	The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance outcomes and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	The Proposed Change can be carried out in accordance with all procedures, commitments, preventative actions, performance outcomes and mitigation measures set out in the EAD including the EIS, Amendment Report, Amendment Report Submissions Report and the M12 West and Central Consistency Assessments listed in Condition A1.	Yes

No.	Condition of Approval	Discussion	Consistent
A3	<p>In the event of an inconsistency between:</p> <p>(a) the terms of this approval and any document listed in Condition A1, the terms of this approval will prevail to the extent of the inconsistency; and</p> <p>(b) any document listed in Condition A1, the most recent document will prevail to the extent of the inconsistency.</p> <p><i>Notes: For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.</i></p>	The Proposed Change will not impact upon compliance with this condition.	Yes
A4	<p>The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to:</p> <p>the environmental performance of the CSSI;</p> <p>any document or correspondence in relation to the CSSI (including the provision of such documentation or correspondence);</p> <p>any notification given to the Planning Secretary under the terms of this approval;</p> <p>any independent appointment or withdrawal of an appointment made in relation to the CSSI;</p> <p>any audit of the construction or operation of the CSSI;</p> <p>the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval);</p> <p>the carrying out of any additional monitoring or mitigation measures; and</p> <p>in respect of ongoing monitoring and management obligations, and following consultation with the Proponent, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.</p>	N/A	N/A
A5	Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken and submitted to the Planning Secretary, and the terms of this approval require the document, monitoring program or review to be prepared/undertaken in consultation with identified parties, evidence of the	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
	consultation must be submitted to the Planning Secretary with the relevant document, monitoring program or review. The evidence must include:		
	(a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval;		
	(b) A log of the dates of engagement or attempted engagement with the identified party		
	(c) Documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations		
	(d) Outline of the issues raised by the identified party and how they have been addressed		
	(e) A description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.		
A6	This approval lapses five (5) years after the date on which it is granted, unless Work has physically commenced on or before that date.	N/A	N/A
A7	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this approval.	N/A	N/A
A8	Any document that must be submitted or action taken within a timeframe specified in or under the terms of this approval may be submitted or undertaken within a later timeframe agreed with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident under Condition A44 and Condition A45.	N/A	N/A

A9	The CSSI may be constructed and operated in stages. Where staged construction or operation is proposed, a Staging Report (for either or both construction and operation as the case may be) must be prepared and submitted to the Planning Secretary for information. The Staging Report must be endorsed by the ER and then submitted to the Planning Secretary no later than one (1) month before the commencement of construction of the first of the proposed stages of construction (or if only staged	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation).		
A10	<p>The Staging Report must:</p> <ul style="list-style-type: none"> if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish; if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant); specify how compliance with conditions will be achieved across and between each of the stages of the CSSI; and set out mechanisms for managing any cumulative impacts arising from the proposed staging. 	N/A	N/A
A11	The CSSI must be staged in accordance with the Staging Report.	N/A	N/A
A12	Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage.	N/A	N/A
A13	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Planning Secretary for information no later than one (1) month before the proposed change in the staging. The revised Staging Report must be endorsed by the ER before submitting it to the Planning Secretary.	N/A	N/A

A14	<p>With the approval of the Secretary, the Proponent may submit any strategies plans or programs required by this approval on a progressive basis.</p> <p><i>Notes:</i> <i>While any strategy, plan or program may be submitted on a progressive basis, the Proponent will need to ensure that the Work being undertaken on site is covered by suitable strategies, plans or programs at all times; and</i></p>	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	<i>If the submission of any strategy, plan or program is to be submitted on a progressive basis, then the relevant strategy, plan or program must clearly describe the specific Work or stage to which the strategy, plan or program applies, the relationship of the Work or stage to any future Work or stages, and the trigger for updating the strategy, plan or program if and as relevant.</i>		
A15	<p>Construction ancillary facilities (excluding minor construction ancillary facilities established under Condition A20) that are not identified by description and location in the documents referred to in Condition A1 can only be established and used in each case if:</p> <p>(a) They are located within or immediately adjacent to the construction boundary; and</p> <p>(b) They are not located next to a sensitive receiver(s) (including where an access road is between the facility and the receiver(s)), unless the sensitive receiver(s) (both the landowner(s) and occupier(s)²) have given written acceptance to the carrying out of the relevant facility in the proposed location; and</p> <p>(c) They have no impacts on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and</p> <p>(d) The establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.</p>	The Proposed Change will not impact upon compliance with this condition. Should the area subject to the Proposed Change require a construction ancillary facility, this condition will be implemented.	Yes
A16	Before the establishment of a construction ancillary facility (i.e. excluding minor construction ancillary facility(s) established under Condition A20), the Proponent must prepare a Site Establishment Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of the construction ancillary facility(s). The Site Establishment Management Plan must be prepared in consultation with the relevant council(s) and government agencies.	The Proposed Change will not impact upon compliance with this condition. Should the area subject to the Proposed Change require a construction ancillary facility, this condition will be implemented.	Yes

No.	Condition of Approval	Discussion	Consistent
	The Plan must be endorsed by the ER and then submitted to the Planning Secretary for approval one (1) month before the establishment of the construction ancillary facility(ies). The Site Establishment Management Plan must detail the management of the construction ancillary facility(ies) and include:		
	(a) A description of activities to be undertaken during establishment of the construction ancillary facility(ies) (including scheduling and duration of works to be undertaken at the site)		
	(b) Figures illustrating the proposed site layout and the closest sensitive receiver(s);		
	(c) A program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of site establishment work;		
	(d) Details of how the site establishment activities described in subsection (a) of this condition will be carried out to:		
	i. meet the performance outcomes stated in the documents listed in Condition A1, and		
	ii. manage the risks identified in the risk analysis undertaken in subsection of this condition; and		
	(e) A program for monitoring the performance outcomes, including a program for construction noise monitoring consistent with the requirements of Condition C14.		

<p>The Site Establishment Management Plan must be approved before the establishment of a construction ancillary facility(ies) (excluding minor construction ancillary facilities established under Condition A20).</p> <p>Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each construction ancillary facility.</p> <p><i>Note: Condition A16 does not apply to minor construction ancillary facilities established under Condition A20.</i></p>	
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No.	Condition of Approval	Discussion	Consistent
A17	Where a construction ancillary facility(ies) has been established for any early works listed in Appendix B and is to be used for construction, a new or revised Site Establishment Management Plan must be prepared where additional activities are required to establish the site for the purposes of construction or there is a change to the site layout. The new or revised Site Establishment Management Plan must be prepared in accordance with Condition A16 and approved by the Planning Secretary before commencement of the additional activities or change to site layout.	N/A	N/A
A18	The use of a construction ancillary facility for construction (excluding minor construction ancillary facilities established under Condition A20 and construction ancillary facilities established for the purposes of early works in accordance with Condition A24) must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C4 and relevant Construction Monitoring Programs required by Condition C11 have been approved by the Planning Secretary. This condition does not apply to the use of construction ancillary facilities where the ER has determined that the use of the facility will have a minimal impact on the environment and community.	N/A	N/A
A19	Construction ancillary facilities established for the purposes of early works in accordance with Condition A24 cannot be used for construction until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C4 and relevant Construction Monitoring Programs required by Condition C11 have been approved by the Planning Secretary. This condition does not apply to the use of construction ancillary facilities where the ER has determined that the use of the facility will have a minimal impact on the environment and community.	N/A	N/A
A20	Lunch sheds, office sheds, portable toilet facilities, and the like, can be established and operated where they satisfy the following criteria:	N/A	N/A
	(a) Are located within or adjacent to the construction boundary		
	(b) Have been assessed by the ER to have:		

	i. Minor amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction	
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No.	Condition of Approval	Discussion	Consistent
	Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and		
	ii. Minor environmental impact with respect to waste management, soil, water and flooding, and		
	iii. No impacts on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval.		
A21	Boundary screening must be erected around all construction ancillary facilities that are adjacent to sensitive receivers for the duration of construction of the CSSI unless otherwise agreed with affected residents, business operators and landowners.	The Proposed Change will not impact upon compliance with this condition. Should the area subject to the Proposed Change require a construction ancillary facility, this condition will be implemented.	Yes
A22	Boundary screening required under Condition A21 of this approval must minimise, as far as practicable, visual impacts on adjacent sensitive receivers.	The Proposed Change will not impact upon compliance with this condition. Should the area subject to the Proposed Change require a construction ancillary facility, this condition will be implemented.	Yes
A23	The CSSI name; application number; telephone number, postal address and email address required under Condition B7 of this approval must be made available on site boundary fencing / hoarding at the entrance of each ancillary facility before the commencement of construction.	N/A	N/A
A24	Before undertaking early works specified in Appendix B, the Proponent must prepare an Early Works Environmental Management Plan. The Plan must include:	N/A	N/A
	(a) a description of the activities to be undertaken and the scheduling and duration for each activity;		
	(b) a site establishment management plan for any proposed construction ancillary facilities (excluding minor construction ancillary facilities established under Condition A20) consistent with the requirements of Condition A16;		

	(c) figures illustrating the proposed location(s) of the early works and the closest sensitive receiver(s);	
	(d) a flora and fauna management sub-plan (prepared in consultation with the EES) which includes -	

No.	Condition of Approval	Discussion	Consistent
	<ul style="list-style-type: none"> i. details of the measures to avoid and minimise disturbance to native vegetation, and other habitat of native flora and fauna species, ii. details of the proposed management and mitigation measures for the affected species listed in Table 3 iii. procedures for undertaking pre-clearing surveys for native fauna, including surveys by a suitably qualified and experienced ecologist to determine the presence of native fauna in the area impacted by the early works, and procedures and measures to manage their relocation, and iv. unexpected finds protocol for flora and fauna; (e) details of measures to avoid and minimise noise and vibration, soil, water and air quality impacts; and (f) unexpected finds procedures for heritage and contamination. 		
A25	<p>The Early Works Environmental Management Plan required under Condition A24 must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one (1) month before the commencement of the early works specified in Appendix B. The early works specified in Appendix B must not commence until the environmental management plan is approved. The environmental management plan must be implemented for the duration of the early works which are the subject of the plan.</p> <p>Nothing in this condition prevents the Proponent from preparing individual environmental management plans for one or more of the early works specified in Appendix B.</p>	N/A	N/A
A26	<p>All requests for Independent Appointments must have regard to the Department's guideline Seeking approval from the Department for the appointment of independent experts (DPIE, 2020).</p>	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
A27	All Independent Appointments required by this approval must hold current membership of a relevant professional body, unless otherwise agreed by the Planning Secretary	N/A	N/A
A28	The Planning Secretary may at any time commission an audit of how an independent appointment has exercised their functions. The Proponent must:	N/A	N/A
	(a) facilitate and assist the Planning Secretary in any such audit; and		
	(b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit.		
A29	The Planning Secretary may withdraw its approval of an independent appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval.	N/A	N/A
A30	Work must not commence until an Environmental Representative (ER) has been approved by the Planning Secretary and engaged by the Proponent.	N/A	N/A
A31	The Planning Secretary's approval of an ER must be sought no later than one (1) week before the commencement of Work.	N/A	N/A
A32	The proposed ER must be a suitably qualified and experienced person who was not involved in the preparation of the documents listed in Condition A1, and is independent from the design and construction of the CSSI. The ER must meet the requirements set out in the Environmental Representative Protocol (Department of Planning and Environment, October 2018).	N/A	N/A
A33	The Proponent may engage more than one ER for the CSSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Planning Secretary for the purposes of the CSSI	N/A	N/A

A34	For the duration of Work until the commencement of operation, or as agreed with the Planning Secretary, the approved ER must:	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	(a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI;		
	(b) consider and inform the Planning Secretary on matters specified in the terms of this approval;		
	(c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community;		
	(d) review the documents identified in Conditions A9, A13, A16, A24, C1, C4 and C11 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so:		
	i. make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or		
	ii. make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary / Department);		
	(e) regularly monitor the implementation of the documents listed in Conditions A9, A13, A16, A24, C1, C4 and C11 to ensure implementation is being carried out in accordance with the documents and the terms of this approval;		
	(f) as may be requested by the Planning Secretary, help plan, attend or undertake audits of the CSSI commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Conditions A38 and A41 of this approval;		
	(g) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints;		

(h) assess the impacts of minor construction ancillary facilities, as required by Condition A20 of this approval;	
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No.	Condition of Approval	Discussion	Consistent
	<p>(i) consider any minor amendments to be made to the CEMP, CEMP Sub-plans, Construction Monitoring Programs, Site Establishment Management Plans and Early Works Environmental Management Plan that involve updating or are of an administrative nature and do not increase impacts to nearby sensitive receivers, and ensure they are consistent with the terms of this approval and the documents approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval;</p> <p>(j) prepare and submit to the Planning Secretary and relevant regulatory agencies (where requested by those agencies), for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI.</p>		
A35	<p>The Proponent must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in Condition A34 (including preparation of the ER monthly report), as well as:</p> <p>(a) the complaints register for any complaints received (on the day they are received); and</p> <p>(b) a copy of any assessment carried out by the Proponent of whether proposed Work is consistent with the approval (which must be provided to the ER before the commencement of the subject Work).</p>	<p>N/A</p> <p>A copy of this consistency assessment will be provided to the ER, once approved by Transport for NSW.</p>	<p>N/A</p> <p>Yes</p>
A36	The Department must be notified in writing of the dates of commencement of early works, construction and operation at least one (1) month before those dates.	N/A	N/A
A37	If the construction or operation of the CSSI is to be staged, the Department must be notified in writing at least one (1) month before the commencement of each stage, of the date of the commencement of that stage.	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
A38	<p>The Proponent must engage an independent auditor and conduct auditing and audit reporting of the CSSI in accordance with the document Independent Audit Post Approval Requirements (DPIE, 2020).</p> <p>Note: The independent auditor must be approved by the Planning Secretary no later than two weeks following the commencement of construction as required by Independent Audit Post Approval Requirements (DPIE, 2020).</p>	N/A	N/A
A39	Operational compliance auditing is only required at 26 weeks following the commencement of operation unless an alternative timeframe is agreed to by the Planning Secretary.	N/A	N/A
A40	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to that set out in Independent Audit, Post Approval Requirements (DPIE, 2020), upon giving at least one (1) month's notice to the Proponent of the date upon which the audit must be commenced.	N/A	N/A
A41	The Planning Secretary may direct the Proponent to undertake Independent Audits in addition to those provided for in Condition A38 when considered necessary to address a particular issue.	N/A	N/A
A42	<p>In accordance with the specific requirements in the <i>Independent Audit Post Approval Requirements</i>, the Proponent must:</p> <p>(a) Review and respond to each Independent Audit Report prepared under Condition A38 or Condition A41;</p> <p>(b) Submit the response to the Planning Secretary; and</p> <p>(c) Make each Independent Audit Report and response to it publicly available 60 days after submission to the Planning Secretary, unless otherwise agreed by the Planning Secretary.</p>	N/A	N/A
A43	Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary for information within two (2) months of	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
	undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (DPIE, 2020).		
A44	The Planning Secretary must be notified in writing via the Major Projects Website as soon as possible and no later than 12 hours after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI) and the date, time, location and nature of the incident.	N/A	N/A
A45	Subsequent notification must be given and reports submitted to the Planning Secretary in accordance with the requirements set out in Appendix A.	N/A	N/A
A46	The Planning Secretary must be notified in writing via the Major Projects website within seven (7) days after the Proponent becomes aware of any non-compliance.	N/A	N/A
A47	A non-compliance notification must identify the CSSI and the application number for it, set out the condition of approval that the CSSI is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	N/A	N/A
A48	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	N/A	N/A
A49	All heavy vehicles used for construction spoil haulage must be clearly marked on the sides and rear with the CSSI name (or where the CSSI is staged, the name of that stage) to enable immediate identification by a person viewing the heavy vehicle. Details of the CSSI identification markings must be submitted to the Planning Secretary for approval and approved prior to the heavy vehicles being used for construction spoil haulage. There must only be one CSSI form of signage on a heavy vehicle at any one time.	N/A	N/A
B1	A Communication Strategy must be prepared to provide mechanisms to facilitate communication about Work, construction and operation of the CSSI with:	N/A	N/A
	(a) The community (including adjoining affected landowners and businesses, and others directly impacted by the CSSI); and		
	(b) The relevant councils and relevant government agencies.		

No.	Condition of Approval	Discussion	Consistent
	(c) The Communication Strategy must address who (the Proponent, Independent Appointments and/or construction contractor) will engage with the community, relevant councils and agencies, how they will engage and the timing of engagements.		
B2	The Communication Strategy must:	N/A	N/A
	(a) identify people, organisations, councils and agencies to be consulted during the design and Work phases;		
	(b) identify details of the community demographics;		
	(c) set out procedures and mechanisms for the regular distribution of accessible information, including to Language Other than English and Culturally and Linguistically Diverse and vulnerable communities, about or relevant to the CSSI;		
	(d) detail the measures for advising the community in advance of upcoming Work, including utility works and upcoming out-of-hours work as required by Condition E47;		
	(e) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant community(ies); and		
	(f) set out procedures and mechanisms –		
	i. through which the community can discuss or provide feedback to the Proponent 24 hours a day, seven days per week;		
	ii. through which the Proponent will respond to enquiries or feedback from the community; and		
	iii. to resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of the CSSI, including disputes regarding rectification or compensation		
B3	The Communication Strategy must be submitted to the Planning Secretary for approval no later than one (1) month before the commencement of any Work.	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
B4	Work for the purposes of the CSSI must not commence until the Communication Strategy has been approved by the Planning Secretary.	N/A	N/A
B5	The Communication Strategy, as approved by the Planning Secretary, must be implemented for the duration of Work and for 12 months following the completion of construction.	The Proposed Change will not impact upon compliance with this condition.	Yes
B6	A Complaints Management System must be prepared and implemented before the commencement of any Work and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI. The Complaints Management System must require complainants to be advised that:	N/A	N/A
	(a) The Complaints Register may be forwarded to Government agencies, including the Department, to allow them to undertake their regulatory duties;	N/A	N/A
	(b) By providing personal information, the complainant authorises the Proponent to provide that information to government agencies;	N/A	N/A
	(c) The supply of personal information by the complainant is voluntary; and		
	(d) The complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement).		
	The Collection Statement must be included on the Proponent's or project website to make prospective complainants aware of their rights under the Privacy and Personal Information Protection Act 1998. For any complaints made in person, the complainant must be made aware of the Collection Statement.		
B7	The following information must be available to facilitate community enquiries and manage complaints one (1) month before the commencement of Work and for 12 months following the completion of construction: a 24- hour telephone number for the registration of complaints and enquiries about the CSSI; a postal address to which written complaints and enquires may be sent; an email address to which electronic complaints and enquiries may be transmitted; and	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
	<p>a mediation system for complaints unable to be resolved.</p> <p>This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level and must be provided on the website required under Condition B10.</p>		
B8	<p>A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the:</p> <p>(a) number of complaints received;</p> <p>(a) The date and time of the complaint;</p> <p>(a) The method by which the complaint was made;</p> <p>(b) Any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect;</p> <p>(c) Nature of the complaint;</p> <p>(d) Means by which the complaint was addressed and whether resolution was reached, with or without mediation; and</p> <p>(e) If no action was taken, the reason(s) why no action was taken.</p>	N/A	N/A
B9	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.	N/A	N/A
B10	<p>A website or webpage providing information in relation to the CSSI must be established before commencement of Work and be maintained for the duration of construction, and for a minimum of 24 months following the completion of construction. The following up-to-date information (excluding confidential, private, commercial information or any other information that the Planning Secretary has approved to be excluded) must be published before the relevant Work commencing and maintained on the website or dedicated pages including:</p> <p>(a) information on the current implementation status of the CSSI;</p>	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
	<p>(b) a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the CSSI or the terms of this approval;</p> <p>(c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval (ordered in a logical sequence and easy to navigate);</p> <p>(d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI;</p> <p>(e) a current copy of the final version of each document required under the terms of this approval; and</p> <p>(f) a copy of the audit reports required under Conditions A38 and A41 of this approval.</p> <p>Where the information / document relates to a particular Work or is required to be implemented, it must be published on the Proponent's website before the commencement of the relevant Work to which it relates or before its implementation.</p>		
C1	A Construction Environmental Management Plan (CEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department Planning, Industry and Environment, 2020). The CEMP must detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.	N/A	N/A
C2	<p>The CEMP must provide:</p> <p>(a) a description of activities to be undertaken during construction (including the scheduling of construction);</p> <p>(b) details of environmental policies, guidelines and principles to be followed in the construction of the CSSI;</p>	N/A	N/A

(c) a program for ongoing analysis of the key environmental risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the CSSI;	
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No.	Condition of Approval	Discussion	Consistent
	(d) details of how the activities described in subsection (a) of this condition will be carried out to:		
	(i) meet the performance outcomes stated in the documents listed in Condition A1; and		
	(ii) manage the risks identified in the risk analysis undertaken in subsection (c) of this condition;		
	(e) an inspection program detailing the activities to be inspected and frequency of inspections;		
	(f) a protocol for managing and reporting any:		
	(i) incidents; and		
	(ii) non-compliances with this approval or statutory requirements;		
	(g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction;		
	(h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C4. Where staged construction of the CSSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction;		
	(i) a description of the roles and environmental responsibilities for relevant employees and their relationship with the ER; (j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental and compliance obligations under the terms of this approval;		
	(k) for periodic review and update of the CEMP and all associated plans and programs; and		
	(l) the outcomes of consultation with government agencies in accordance with Condition A5.		

No.	Condition of Approval			Discussion	Consistent															
C3	The CEMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged no later than one (1) month before the commencement of that stage.			N/A	N/A															
C4	<p>The following CEMP Sub-plans must be prepared in consultation with the relevant government and other agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A5.</p> <table><tr><td></td><td>Required CEMP Sub-plan</td><td>Relevant government and other agencies to be consulted for each CEMP Sub-plan</td></tr><tr><td>(a)</td><td>Traffic and transport</td><td>Relevant council(s)</td></tr><tr><td>(b)</td><td>Noise and vibration</td><td>WaterNSW, Sydney Water and pipeline operators (where vibration generating activities will impact on their assets) and relevant council(s)</td></tr><tr><td>(c)</td><td>Flora and fauna</td><td>DPI Fisheries, EES, DAWES and relevant council(s)</td></tr><tr><td>(d)</td><td>Soils and contamination</td><td>DPIE Water, WaterNSW and relevant council(s)</td></tr></table>				Required CEMP Sub-plan	Relevant government and other agencies to be consulted for each CEMP Sub-plan	(a)	Traffic and transport	Relevant council(s)	(b)	Noise and vibration	WaterNSW, Sydney Water and pipeline operators (where vibration generating activities will impact on their assets) and relevant council(s)	(c)	Flora and fauna	DPI Fisheries, EES, DAWES and relevant council(s)	(d)	Soils and contamination	DPIE Water, WaterNSW and relevant council(s)	N/A	N/A
	Required CEMP Sub-plan	Relevant government and other agencies to be consulted for each CEMP Sub-plan																		
(a)	Traffic and transport	Relevant council(s)																		
(b)	Noise and vibration	WaterNSW, Sydney Water and pipeline operators (where vibration generating activities will impact on their assets) and relevant council(s)																		
(c)	Flora and fauna	DPI Fisheries, EES, DAWES and relevant council(s)																		
(d)	Soils and contamination	DPIE Water, WaterNSW and relevant council(s)																		

	(e)	Surface water and groundwater	DPIE Water, WaterNSW and Sydney Water (if there are discharges to its assets) and relevant council(s)		
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No.	Condition of Approval				Discussion	Consistent
	(f)	Heritage (including Aboriginal and non-Aboriginal heritage)	Heritage Council of NSW, Heritage NSW, WaterNSW and relevant council(s)			
	(g)	Air quality	Relevant council(s)			
Note: Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans.						
C5	The CEMP Sub-plans must state how:				N/A	N/A
	(a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved;					
	(b) the mitigation measures identified in the documents listed in Condition A1 will be implemented;					
	(c) the relevant terms of this approval will be complied with; and					
	(d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART (Specific, Measurable, Achievable, Realistic and Timely) principles.					
C6	The Noise and Vibration CEMP Sub-Plan must include, but not be limited to:				N/A	N/A
	(a) details of all sensitive land uses (including noise and/or vibration sensitive working areas) that are potentially exposed to construction noise and vibration;					
	(b) Construction noise and vibration performance criteria for the CSSI;					
	(c) details of mitigation and management measures and procedures that will be implemented to manage construction noise and vibration impacts;					
	(d) construction timetabling, in particular construction activities outside of standard hours; and					

No.	Condition of Approval	Discussion	Consistent
	(e) measures to minimise cumulative construction impacts and the likelihood for construction fatigue from both concurrent activities and other projects in the area.		
C7	The Surface Water and Groundwater CEMP Sub-Plan must be based on a detailed site investigation of contamination risk and include, but not be limited to:	N/A	N/A
	(a) details of water pollution mitigation measures including measures to avoid and minimise discharges;		
	(b) identification of the relevant ambient water quality objectives for receiving waterways and water quality management criteria for achieving the objectives; and		
	(c) a Trigger Action Response Protocol for potential discharge waters, identifying alternative disposal options for water with contaminant concentrations exceeding water quality management criteria		
C8	The Flora and Fauna CEMP Sub-plan must be endorsed by a suitably qualified and experienced ecologist and include, but not be limited to:	N/A	N/A
	(a) details of the measures to avoid and minimise disturbance to native vegetation, and other habitat of native flora and fauna species		
	(b) procedures for undertaking pre-clearing surveys for native fauna, including surveys by a suitably qualified and experienced ecologist to determine the presence of native fauna in the area impacted by the CSSI, and procedures and measures to manage their relocation;		
	(c) pre-clearing measures for Cumberland Plain Land Snail known and potential habitat and measures to protect the White-bellied Sea Eagle nest;		
	(d) a Habitat Compensation Plan and Snag Management Plan as committed to in the document listed in Condition A1(d);		
	(e) details of proposed management and mitigation measures for each threatened species listed in Table 3 and Pimelea spicata (Spiked Rice-flower) if recorded in the surveys carried out under Condition E8;		

(f) a weed, pest and pathogen management plan, including measures to minimise the spread of <i>Phytophthora cinnamomic</i> ;	
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No.	Condition of Approval	Discussion	Consistent
	(g) procedures for the dewatering of farm dams, including the relocation of aquatic fauna; and		
	(h) protocols for incidental finds of threatened species and ecological communities within the construction boundary		
C9	Any of the CEMP Sub-plans may be submitted to the Planning Secretary for approval along with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before the commencement of construction.	N/A	N/A
C10	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved, unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of construction. Where construction of the CSSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been endorsed by the ER and approved by the Planning Secretary.	The Proposed Change will not impact upon compliance with this condition.	Yes
C11	The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP:		
	(a) Noise and vibration - relevant councils		
	(b) Surface water quality - DPIE Water, Sydney Water (if there are any discharges to their assets) and relevant council(s)		
	(c) Groundwater - DPIE Water		
C12	Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant Construction Monitoring Programs, including copies of all correspondence from those agencies as required by Condition A5.	N/A	N/A
C13	Each Construction Monitoring Program must provide:		
	(a) details of baseline data available;		
	(b) details of baseline data to be obtained and when;		

No.	Condition of Approval	Discussion	Consistent
	(c) details of all monitoring of the CSSI to be undertaken;		
	(d) the parameters of the CSSI to be monitored;		
	(e) the frequency of monitoring to be undertaken;		
	(f) the location of monitoring;		
	(g) the reporting of monitoring results and analysis of results against the relevant criteria;		
	(h) details of methods that will be used to analyse monitoring data;		
	(i) procedures to identify and implement additional mitigation measures where results of monitoring indicate unsatisfactory CSSI impacts;		
	(j) a consideration of SMART principles;		
	(k) any consultation to be undertaken in relation to the monitoring programs; and		
	(l) any specific requirements as required by Condition C14.		
C14	The Construction Noise and Vibration Monitoring Program must include, but not be limited to:	N/A	N/A
	noise and vibration monitoring at representative residential and other locations (including at the worst- affected residences), subject to property owner approval, to confirm construction noise and vibration levels;		
	noise monitoring during the day, evening and night time periods throughout the construction period, covering the range of activities (including worst-case construction noise levels) being undertaken;		
	method and frequency for reporting monitoring results; and		

No.	Condition of Approval	Discussion	Consistent
	procedures to identify and implement additional mitigation measures where monitoring indicates noise and/or vibration levels in excess of noise and vibration criteria.		
C15	The Construction Monitoring Programs must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one (1) month before the commencement of construction.	N/A	N/A
C16	Unless otherwise agreed with the Planning Secretary, construction must not commence until all of the relevant Construction Monitoring Programs have been approved by the Planning Secretary, and all relevant baseline data for the specific construction activity has been collected.	N/A	N/A
C17	The Construction Monitoring Programs, as approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	The Proposed Change will not impact upon compliance with this condition.	Yes
C18	The results of the Construction Monitoring Programs must be submitted to the Planning Secretary, and relevant government agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program. <i>Note: Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.</i>	N/A	N/A
D1	An Operational Environmental Management Plan (OEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department Planning, Industry and Environment 2020). The OEMP must detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 will be implemented and achieved during operation. Condition D1 does not apply if Condition D2 of this approval applies.	N/A	N/A

D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Planning Secretary, and demonstrates, to the satisfaction of the Planning Secretary, that through the EMS or equivalent:	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	<p>(a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in Condition A1, and specified relevant terms of this approval can be achieved;</p> <p>(b) issues identified through ongoing risk analysis can be managed; and</p> <p>(c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation.</p>		
D3	The OEMP or EMS or equivalent as agreed with the Planning Secretary, must be submitted to the Planning Secretary for information no later than one (1) month before the commencement of operation.	N/A	N/A
D4	The OEMP or EMS or equivalent as agreed with the Planning Secretary, as submitted to the Planning Secretary and amended from time to time, must be implemented for the duration of operation. The OEMP or EMS or equivalent must be made publicly available before the commencement of operation.	N/A	N/A
D5	<p>The following Operational Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each Operational Monitoring Program to compare actual operational performance against predicted performance. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant Operational Monitoring Program, including copies of all correspondence from those agencies as required by Condition A5:</p> <p>(a) Surface water quality – DPIE Water and relevant council(s)</p> <p>(b) Groundwater – DPIE Water</p>	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
D6	Each operational monitoring program must include: (a) details of baseline data; (b) details of all monitoring to be undertaken; (c) the parameters to be monitored; (d) the frequency and duration of monitoring to be undertaken; (e) the location of monitoring; (f) the reporting of monitoring and analysis results against relevant criteria; (g) details of the methods that will be employed to analyse the monitoring data; (h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and (i) any consultation to be undertaken in relation to the monitoring programs.	N/A	N/A
D7	The Operational Monitoring Program(s) must be submitted to the Planning Secretary for information at least one (1) month before the commencement of operation.	N/A	N/A
D8	Operation must not commence until all relevant baseline data has been collected.	N/A	N/A
D9	The Operational Monitoring Programs must be implemented for the duration specified in the relevant Operational Monitoring Program.	N/A	N/A
D10	The results of the Operational Monitoring Programs must be submitted to the relevant government agencies for information in the form of an Operational Monitoring Report at the frequency identified in the relevant Operational Monitoring Program.	N/A	N/A
D11	Where a relevant OEMP Sub-plan exists, the relevant Operational Monitoring Program may be incorporated into that OEMP Sub-plan.	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
E1	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all practicable measures must be implemented to minimise and manage the emission of dust and other air pollutants during the construction of the CSSI.	The Proposed Change will not impact upon compliance with this condition.	Yes
E2	The clearing of native vegetation must be minimised with the objective of reducing impacts to threatened ecological communities and threatened species habitat.	No additional impacts to threatened ecological communities and threatened species habitat will occur as a result of the Proposed Change. The Proposed Change will not impact upon compliance of this condition and will be managed in accordance with the CFFMP.	Yes

E3	<p>The Proponent must meet the biodiversity offset obligations for ecosystem and species credits as set out in Table 1, Table 2 and Table 3 in accordance with the M12 Motorway Amendment Report - Submissions Report (December 2020) and M12 Motorway Amendment Report - Submissions Report - Amendment (dated 8 March 2021) within 12 months of the commencement of construction. The offset obligations must be carried out in accordance with the NSW Biodiversity Offsets Policy for Major Projects and can be achieved by:</p> <ul style="list-style-type: none"> (a) acquiring and retiring “biodiversity credits” within the meaning of the Biodiversity Conservation Act 2016; and/or (b) properties secured with the NPWS, on the basis of a draft credit report to show what the property would provide and written confirmation from NPWS that the financial contributions for acquisition and management have been received; and/or (c) making a payment into the Biodiversity Conservation Fund; or (d) a Biodiversity Offset Strategy prepared in consultation with EES and DAWE that provides supplementary measures or where the Proponent intends to utilise the biodiversity credit variation rules. <p>Notes 1: Following repeal of the Threatened Species Conservation Act 1995 on 25 August 2017, “biodiversity credits” created under that Act are taken to be “biodiversity credits” under the Biodiversity Conservation Act 2016 by virtue of clause 19 of the Biodiversity Conservation (Savings and Transitional) Regulation 2017.</p>	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	<i>2: The determination of biodiversity credits under the Biodiversity Conservation Act 2016 that are reasonably equivalent to biodiversity credits created under the Threatened Species Conservation Act 1995 remaining to be retired must be carried out in accordance with clause 22 of the Biodiversity Conservation (Savings and Transitional) Regulation 2017</i>		
E4	The Proponent may review and update the ecosystem and species credit requirements in Table 1, Table 2 and Table 3 to reflect the final construction footprint and resulting extent and type of plant community types to be cleared and the extent of threatened species habitat impacted by the construction of the CSSI (excluding certified areas). Where the construction of the CSSI is staged, the Proponent may review and update the ecosystem and species credit requirements in Table 1, Table 2 and Table 3 for each stage of the CSSI. Amendments to the ecosystem and species credit requirements must be undertaken in consultation with EES and DAWE and submitted to the Planning Secretary for approval within six (6) months of determining the final construction footprint and, where the CSSI is staged, within six (6) months of determining the final construction footprint for each stage.	N/A	N/A
E5	The review and update of credit requirements must be undertaken by: (a) using the vegetation mapping in the EIS, M12 Motorway Amendment Report - Appendix A Biodiversity supplementary technical report (October 2020), and M12 Motorway Amendment Report – Submissions Report (December 2020); and/or (b) completing verification surveys to confirm the extent, type and condition of threatened species and ecological communities to be impacted.		Yes

E6	Where verification surveys are required, they must be undertaken in consultation with EES. Any additional surveys must be undertaken at the time of year when groundcover is most likely to be predominantly native. If verification surveys are not possible at a time when groundcover is most likely to be native, the assumed presence of any relevant species and ecosystems may be applied to conservatively evaluate impacts and associated credit requirements.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CFFMP.	Yes
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No.	Condition of Approval	Discussion	Consistent
E7	The Proponent must submit to the Planning Secretary and DAWE for information: (a) a copy of the Credit Retirement Report; and/or (b) a receipt confirming payment to the Biodiversity Conservation Fund; and/or (c) correspondence from NPWS, for the retirement of the ecosystem and species credits required by Condition E3 within one (1) month of receiving the report and/or making the payments and/or receiving correspondence from NPWS.	N/A	N/A
E8	The Proponent must undertake additional surveys of <i>Pimelea spicata</i> (Spiked Rice-flower) in potential habitat for this species within the refined construction footprint to the north of Elizabeth Drive and west of the existing Wallgrove Road as identified in Figure 6-5 of the M12 Motorway Amendment Report – Submissions Report (December, 2020). The surveys must be undertaken during optimal conditions as defined by the NSW Bionet Threatened Biodiversity Profile Data Collection (DPIE) or as agreed by the Planning Secretary. The surveys must be undertaken in consultation with EES and DAWE and the results of the surveys provided to the Planning Secretary, EES and DAWE for information within one (1) month of completion of the surveys.	N/A	N/A
E9	If <i>Pimelea spicata</i> is recorded in the surveys carried out under Condition E8, any impacts to the species must be offset in accordance with the options available under Condition E3 and in consultation with EES. The Proponent must provide details of the required biodiversity credits to the Planning Secretary, EES and DAWE for information prior to works that impact the threatened species.	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
E10	Within one (1) month before the commencement of operation of the CSSI, or where the operation of the CSSI is staged one (1) month before the commencement of operation of the relevant stage, the Proponent must provide evidence to the Planning Secretary, for information, that it has implemented measures agreed with the Western Sydney Parklands Trust to compensate the acquisition of land from the Western Sydney Parklands Biobank Site (Biobanking Agreement Site ID 199) for the CSSI.	N/A	N/A
E11	The Proponent must minimise impacts to Key Fish Habitat (KFH) as defined in Policy and Guidelines for Fish Habitat Conservation and Management (DPI, 2013 update). Residual impacts to KFH must be offset at a ratio of 2:1 habitat offset requirement in accordance with the Policy and Guidelines for Fish Habitat Conservation and Management (DPI, 2013 update) and in consultation with DPI Fisheries.	N/A	N/A
E12	Payment of the habitat offset requirement must be made to the DPI Fish Conservation Trust Fund prior to the commencement of Work that impacts KFH in Badgerys Creek, Cosgroves Creek, Kemps Creek and South Creek.	N/A	N/A
E13	The Proponent must submit to the Planning Secretary a receipt confirming payment to the DPI Fish Conservation Trust Fund within one (1) month of making the payment.	N/A	N/A
E14	A minimum width of three (3) metres and a minimum height of 1.5 metres must be provided to maintain fauna passage below the Badgerys Creek, Cosgroves Creek, South Creek and Kemps Creek bridges. The three-metre wide passage must consist of a natural substrate or other surface type that will not hinder fauna movement.	N/A	N/A
E15	<p>Prior to vegetation clearing, the Proponent must identify where it is practicable for the CSSI to reuse native trees and vegetation that are to be removed. If it is not possible for the CSSI to reuse all removed native trees and vegetation, the Proponent must consult with the relevant council(s), Western Sydney Parklands Trust and Landcare groups and relevant government agencies to determine if:</p> <ul style="list-style-type: none"> (a) hollows, tree trunks, mulch, bush rock and root balls salvaged from native vegetation impacted by the CSSI; and (b) collected plant material, seeds and/or propagated plants from native vegetation impacted by the CSSI, could be used by others in habitat 	This Proposed Change will not impact upon compliance with this condition. This will be managed in accordance with the CFFMP.	Yes

No.	Condition of Approval	Discussion	Consistent
	enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.		
E16	Measures identified in the documents listed in Condition A1 that are aimed at minimising the impact of the CSSI on flood behaviour must be incorporated into the detailed design of the CSSI. The incorporation of these measures into the detailed design must be reviewed and endorsed by a suitably qualified and experienced person in consultation with directly affected landowners, DPI Water, DPI Fisheries, EES, Infrastructure NSW (INSW) and relevant councils.	The Proposed Change will not impact upon compliance with this condition. This will be managed in accordance with the CFMP.	Yes

E17	<p>Unless otherwise agreed by the Planning Secretary, the CSSI must be designed and constructed to limit impacts on flooding characteristics in areas outside the project boundary during any flood event up to and including the 1% AEP flood event, to the following:</p> <ul style="list-style-type: none"> (a) a maximum increase in inundation time of one hour; (b) a maximum increase of 10 mm in above-floor inundation to habitable rooms where floor levels are currently exceeded; (c) no above-floor inundation of habitable rooms which are currently not inundated; (d) a maximum increase of 50 mm in inundation of land zoned as residential, industrial or commercial; (e) a maximum increase of 100 mm in inundation of land zoned as rural, primary production, environment zone or public recreation; (f) no significant increase in the flood hazard or risk to life; and (g) maximum relative increase in velocity of 10%, where the resulting velocity is greater than 1.0 m/s, unless adequate scour protection measures are implemented and/or the velocity increases do not exacerbate erosion as demonstrated through site-specific risk of scour or geomorphological assessments. <p>Where the Proponent cannot meet the requirements set out in clauses (d), (e) and (g) alternative flood levels or mitigation measures may be agreed to with the affected landowner.</p>	<p>The Proposed Change will not impact upon compliance with this condition. As the Proposed Change involves taking water from the dam, it effectively provides more flood storage in the catchment, reducing the risk for impacts associated with flood afflux, velocity and duration of inundation. As such, it is expected the criteria listed in this CoA will be achieved. TfNSW currently has an arrangement in place with Western Sydney Parklands Trust to monitor flood impacts (specific to afflux) in the area around the dam during and post-construction. Inspections are triggered by events >50mm and/or at least once annually. This process will continue should the Proposed Change be approved.</p> <p>This will be managed in accordance with the CFMP.</p>	Yes
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No.	Condition of Approval	Discussion	Consistent
	In the event that the Proponent and the affected landowner cannot agree on the measures to mitigate the impact as described in clauses (d), (e) and (g), the Proponent must engage a suitably qualified and experienced independent person to advise and assist in determining the impact and relevant mitigation measures.		
E18	All updated hydrologic and hydraulic assessments undertaken during detailed design must be consistent with the Australian Rainfall and Runoff – A Guide to Flood Estimation (GeoScience Australia, 2019).	N/A	N/A
E19	Updated flood modelling must be undertaken for the full range of flood events, including 5% AEP, 1% AEP, PMF and 0.5% AEP or 0.2% AEP and must have regard to the Wianamatta (South) Creek Catchment Flood Study - Existing Conditions (Revision H) (Advisian Worley Group, November 2020) when validating existing flood behaviour and constraints. The modelling must identify changes in post-development flood behaviour including cumulative flood impacts associated with Western Sydney International Airport and Sydney Metro Western Sydney Airport, where this information is available, prior to detailed design being finalised.	N/A	N/A
E20	Flood information including flood summary reports, models and geographic information system outputs, and work as executed information on finished ground levels and the dimensions and finished levels of all structures within the flood prone land, must be provided to the relevant council, EES and INSW in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the CSSI. The relevant council(s), EES and INSW must be notified in writing that the information is available no later than one month following the operation of the CSSI. Information requested by the relevant council(s), EES or INSW must be provided no later than six (6) months following the completion of construction or within another timeframe agreed with the relevant council(s), EES and INSW.	N/A	N/A
E21	The flood models, data and summary reports must be uploaded to the NSW Flood Data Portal and access provided to the relevant councils, EES and INSW.	N/A	N/A
E22	The designs of all bridge, culvert and other cross drainage structures must include for potential blockages consistent with the procedures in the Australian Rainfall and Runoff – A Guide to Flood Estimation (GeoScience Australia, 2019).	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
E23	The CSSI must not preclude the future raising of Elizabeth Drive to achieve a minimum of 1% AEP level of flood immunity, unless otherwise agreed by the Planning Secretary.	N/A	N/A
E24	<p>For property/ies zoned primary production and where hydrologic modelling predicts that the CSSI will potentially reduce and adversely affect the available stormwater runoff yield to a farm dam, the Proponent must, in consultation with the affected landowner:</p> <ul style="list-style-type: none"> (a) calculate the nature and extent of impacts on water supply; (b) determine what measures may be implemented to prevent, mitigate, compensate or offset a loss in water supply; and (c) implement the measures agreed with the landowner at no cost to the landowner. <p>The agreed measures must be implemented prior to undertaking any works that would directly affect the flow of water into a landowner's farm dam.</p> <p>In the event that the Proponent and landowner cannot agree on the measures to mitigate the impact, the Proponent shall engage a suitably qualified and experienced independent person to advise and assist in determining appropriate mitigation measures.</p>	N/A	N/A
E25	Construction and operation of the CSSI should aim to not diminish the potential of the following heritage items for nomination to the State Heritage Register beyond the impacts to significance already identified in the documents listed in Condition A1: McGarvie Smith Farm, McMaster Field Station and Fleurs Radio Telescope Site.	N/A	N/A
E26	<p>An experienced and qualified heritage specialist(s) must prepare and/or endorse the:</p> <ul style="list-style-type: none"> (a) Heritage Interpretation Plan required by Condition E27; (b) archival photographic digital recording required by Condition E28; and (c) Heritage Report required by Condition E29. 	N/A	N/A

E27	<p>A Heritage Interpretation Plan must be prepared that identifies and interprets the key heritage values and stories of the heritage items impacted by the CSSI. The Heritage Interpretation Plan must include, but not be limited to:</p> <p>(a) integration of heritage themes and values in the design of the CSSI;</p>	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	<p>(b) design elements (form and fabric) and themes for the CSSI;</p> <p>(c) consideration of the design concepts for Western Sydney International Airport and Sydney Metro Western Sydney Airport; and</p> <p>(d) opportunities for design responses for Aboriginal and non-Aboriginal heritage.</p> <p>The Heritage Interpretation Plan must be provided to Western Sydney International Airport and Sydney Metro Western Sydney Airport to assist in guiding opportunities for integration of heritage themes and values into their design.</p> <p>The Heritage Interpretation Plan must be prepared in accordance with the Interpreting Heritage Places and Items Guidelines (NSW Heritage Office, 2005), and in consultation with Heritage NSW, Aboriginal Cultural Heritage Advisory Committee, LALC and relevant council(s).</p> <p>The Plan must be implemented and inform the Place, Design and Landscape Plan required by Condition E69. The Heritage Interpretation Plan must be submitted to the Planning Secretary and Heritage NSW for information prior to finalising the Place, Design and Landscape Plan required by Condition E69.</p> <p>Note: Nothing in this condition prevents the Proponent from preparing separate Heritage Interpretation Plans for Aboriginal and Non-Aboriginal Heritage.</p>		
E28	<p>Archival photographic digital recording must be undertaken as outlined in the documents listed in Condition A1 for all listed heritage items and for all sites assessed to have heritage significance which will be affected by the CSSI. The recordings must be undertaken prior to the commencement of Work which may impact the items. The recordings must include buildings, structures and landscape features and detailed maps showing the location of features. The archival recording must be prepared in accordance with How to Prepare Archival Records of Heritage Items (NSW Heritage Office, 1998) and Photographic Recording of Heritage Items Using Film or Digital Capture (NSW Heritage Office, 2006).</p>	N/A	N/A

E29	Following completion of all Work described in the documents listed in Condition A1 in relation to heritage items, a Heritage Report including the details of archival recordings, further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds), must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW. Note: Nothing in this condition	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	prevents the Proponent from preparing separate Heritage Reports for Aboriginal and Non-Aboriginal Heritage.		
E30	The Heritage Report must be submitted to the Planning Secretary and Heritage NSW for information within 12 months of completing all Work described in the documents listed in Condition A1 in relation to heritage items. Copies of the Heritage Report must also be provided to relevant local libraries and relevant local historical societies.	N/A	N/A
E31	An Unexpected Heritage Finds and Human Remains Procedure must be prepared to manage unexpected heritage finds in accordance with any guidelines and standards prepared by the Heritage Council of NSW and Heritage NSW. The Procedure must be prepared in consultation with Heritage NSW and form part of the Heritage CEMP Sub Plan required by Condition C4.	The Proposed Change will not impact upon compliance with this condition. An Unexpected Heritage Finds and Human Remains Procedure is included in the CCHMP.	Yes
E32	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of Work. Note: Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.	The Proposed Change will not impact upon compliance with this condition. An Unexpected Heritage Finds and Human Remains Procedure is included in the CCHMP.	Yes
E33	Where previously unidentified Aboriginal objects are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the Unexpected Heritage Finds and Human Remains Procedure required by Condition E31 and include registration in the Aboriginal Heritage Information Management System (AHIMS).	The Proposed Change will not impact upon compliance with this condition. Any unexpected will be managed in accordance with Unexpected Heritage Finds and Human Remains Procedure and the CCHMP.	Yes

E34	<p>Work must only be undertaken during the following hours:</p> <p>(a) 7:00 am to 6:00 pm Mondays to Fridays, inclusive;</p> <p>(b) 8:00 am to 6:00 pm Saturdays; and at no time on Sundays or public holidays.</p>	The Proposed Change will not impact upon compliance with this condition.	Yes
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No.	Condition of Approval	Discussion	Consistent
E35	<p>Except as permitted by an EPL, highly noise intensive works that result in an exceedance of the applicable noise management level (NML) at the same receiver must only be undertaken:</p> <ul style="list-style-type: none"> (a) between the hours of 8:00 am to 6:00 pm Monday to Friday; (b) between the hours of 8:00 am to 1:00 pm Saturday; and (c) if continuously, then not exceeding three hours, with a minimum cessation of work of not less than one hour. <p>a) For the purposes of this condition, 'continuously' includes any period during which there is less than one hour between ceasing and recommencing any of the Work.</p>	The Proposed Change will not impact upon compliance with this condition.	Yes

E36	<p>Notwithstanding Condition E34 and E45, Work may be undertaken outside the hours specified in any of the following circumstances</p> <p>a) Safety and Emergencies, including:</p> <ul style="list-style-type: none"> i) For the delivery of materials required by the NSW Police Force or other authority for safety reasons; or ii) Where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent the environmental harm. <p>On becoming aware of the need for emergency work in accordance with Condition E36(a), the Proponent must notify the ER, the Planning Secretary and the EPA of the reasons for such emergency work. The Proponent must use best endeavours to notify all noise and/or vibration affected sensitive land user(s) of the likely impact and duration of the emergency work.</p> <p>b) Work that causes:</p> <ul style="list-style-type: none"> i) Laeq(15 minute) noise levels <ul style="list-style-type: none"> - no more than 5dB(A) above the rating background level at any residence in accordance with the ICNG, and - no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land user(s); and ii) LAFmax(15 minute) noise levels no more than 15 dB(A) above the rating background level at any level at any residence during the night time period; and 	The Proposed Change will not impact upon compliance with this condition.	Yes
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No.	Condition of Approval	Discussion	Consistent
	<p>iii) Continuous or impulsive vibration values, measured at the most affected residence that there is no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), and</p> <p>Intermittent vibration values measured at the most affected residence that are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006).</p> <p>c) By Approval, including:</p> <p>i) Where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or</p> <p>ii) Works which are not subject to an EPL that are approved under an Out-Of-Hours Work Protocol as required by condition E37; or</p> <p>Negotiated agreements with directly affected residents and sensitive land user(s)</p>		

E37	<p>An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of Work which is outside the hours defined in Condition E34, and that are not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the out-of-hours Work. The Protocol must be prepared in consultation with the ER. The Protocol must provide:</p> <ul style="list-style-type: none"> (a) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: <ul style="list-style-type: none"> i. the ER reviews all proposed out-of-hours activities and confirm their risk levels, ii. low risk activities can be approved by the ER, and iii. high risk activities that are approved by the Planning Secretary; (b) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria; (c) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods consistent with the requirements of Condition E47. The 	<p>The Proposed Change will not impact upon compliance with this condition.</p> <p>All construction activities will be undertaken in accordance with CNVMP.</p>	Yes
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No.	Condition of Approval	Discussion	Consistent
	<p>measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land user(s) would be exposed to, including the number of noise awakening events;</p> <p>(d) procedures to facilitate the coordination of out-of-hours Work including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided; and</p> <p>(e) notification arrangements for affected receivers for all approved out-of-hours Work and notification to the Planning Secretary of approved low risk out-of-hours Work.</p> <p>This condition does not apply to Work where the requirements of Condition E36(a) or (b) are met.</p>		
E38	<p>Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives:</p> <p>(a) construction 'Noise affected' NML established using the Interim Construction Noise Guideline (DECC, 2009);</p> <p>(b) vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure);</p> <p>(c) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and</p> <p>(d) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage).</p> <p>Any construction or early works identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the respective Noise and Vibration CEMP Sub-plan or Early Works Environmental Management Plan.</p> <p><i>Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.</i></p>	The Proposed Change will not impact upon compliance with this condition.	Yes

E39	Noise generating work in the vicinity of potentially-affected community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled within sensitive periods, unless offers of other	The Proposed Change will not impact upon compliance with this condition.	Yes
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No.	Condition of Approval	Discussion	Consistent
	reasonable arrangements have been made to the affected institutions and are implemented at no cost to the affected institution.	This will be managed in accordance with the CVNMP.	
E40	Noise and Vibration Impact Statements (NVIS) must be prepared for any Work that may exceed the noise management levels and vibration criteria specified in Condition E38 at any residence outside the construction hours identified in Condition E34, or where receivers will be highly noise affected. The NVIS must include specific mitigation measures identified through consultation with affected sensitive land user(s) and the mitigation measures must be implemented for the duration of the Work. A copy of the NVIS must be provided to the ER prior to the commencement of the associated Work. The Planning Secretary may request a copy/ies of the NVIS.	The Proposed Change will not impact upon compliance with this condition.	Yes
E41	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before Work that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owners and occupiers must be provided with a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Noise and Vibration CEMP Sub-plan required by Condition C4 and the Communication Strategy required by Condition B1.	The Proposed Change will not impact upon compliance with this condition. This will be managed in accordance with the CCHMP and the CVNMP.	Yes
E42	The Proponent must conduct vibration testing during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. In addition, vibration monitoring must be undertaken during construction for relevant remaining Fleurs Radio Telescope structures, the Upper Canal (in consultation with WaterNSW) and McMaster Farm and McGarvie-Smith Farm group of remaining buildings. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the Proponent must review the construction methodology and, if necessary, implement additional mitigation measures.	The Proposed Change will not impact upon compliance with this condition. This will be managed in accordance with the CCHMP and the CVNMP.	Yes
E43	Advice from a heritage specialist must be sought on methods and locations for installing equipment used for vibration, movement and noise monitoring at heritage-listed structures.	The Proposed Change will not impact upon compliance with this condition.	Yes

No.	Condition of Approval	Discussion	Consistent
E44	Before conducting at-property treatment at any heritage item identified in the documents listed in Condition A1, the advice of a suitably qualified and experienced built heritage specialist must be obtained and implemented to ensure such work does not have an adverse impact on the heritage significance of the item.	The Proposed Change will not impact upon compliance with this condition.	Yes
E45	<p>All Work undertaken for the delivery of the CSSI, including that undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. The Proponent must:</p> <p>(a) reschedule any work to provide respite to impacted noise sensitive land user(s) so that the respite is achieved in accordance with Condition E47; or</p> <p>(b) where respite outlined in Condition E47 cannot be achieved, consider the provision of alternative respite or mitigation to impacted noise sensitive land user(s); and</p> <p>(c) provide documentary evidence to the ER in support of any decision made by the Proponent in relation to respite or mitigation.</p> <p>The consideration of respite must also include all other CSSI, SSI and SSD projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the CSSI.</p>	The Proposed Change will not impact upon compliance with this condition.	Yes

E46	<p>Mitigation measures such as temporary alternative accommodation or other agreed mitigation measures, must be offered/ made available to residents affected by out-of-hours Work (including where utility works are being undertaken for the CSSI or under a road occupancy licence) where the construction noise levels between:</p> <p>(a) 10:00 pm and 7:00 am, Monday to Friday;</p> <p>(b) 10:00 pm Saturday to 8:00 am Sunday; and</p> <p>(c) 6:00 pm Sunday and public holidays to 7:00 am the following day unless that day is Saturday then to 8:00 am, are predicted to exceed the NML by 25 dB(A) or are greater than 75 dBA (LAeq(15 min)), whichever is the lesser and the impact is planned to occur for more than two (2) nights over a seven (7) day rolling period.</p> <p>The NML must be reduced by 5 dB where the noise contains annoying characteristics and may be increased by 10 dB if the property has received at-property noise</p>	The Proposed Change will not impact upon compliance with this condition.	Yes
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No.	Condition of Approval	Discussion	Consistent
	treatment. The noise levels and duration requirements identified in this condition may be changed through an EPL applying to the CSSI.		
E47	<p>In order to undertake out-of-hours Work outside the hours specified under Condition E34, the Proponent must identify appropriate respite periods for the out-of-hours work in consultation with the community at each affected location on a regular basis.</p> <p>This consultation must include (but not be limited to) providing the community with:</p> <ul style="list-style-type: none"> (a) a progressive schedule for periods no less than three (3) months, of likely out-of-hours Work; (b) a description of the potential Work, location and duration of the out-of-hours Work; (c) the noise characteristics and likely noise levels of the Work; and (d) likely mitigation and management measures which aim to achieve the relevant noise management levels and vibration criteria under Condition E38(a) and (b) (including the circumstances of when respite or relocation offers will be available and details about how the affected community can access these offers). <p>The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour Work must be provided to the ER, EPA and the Planning Secretary for information prior to Work scheduled for the subject period being undertaken.</p> <p>Note: Respite periods can be any combination of days or hours where out-of-hours work would not be more than 5 dB(A) above the rating background noise level at any residence.</p>	The Proposed Change will not impact upon compliance with this condition.	Yes
E48	Crushing and grinding works must only be undertaken during the hours specified in Condition E34 unless otherwise approved by the Planning Secretary or through an EPL or it meets the requirements of Condition E36(a).	The Proposed Change will not impact upon the compliance of this condition.	Yes
E49	Blasting is not permitted as part of this CSSI approval.	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
E50	<p>An independent and experienced noise specialist must be approved by the Planning Secretary to verify the validity (including being accurate and consistent with the requirements of this approval) of the:</p> <ul style="list-style-type: none"> (a) operational noise modelling required under Conditions E51; (b) Operational Noise Review required under Condition E52; and (c) Operational Noise Compliance Report required under Condition E60. <p>The Planning Secretary's approval of the noise specialist must be sought no later than one (1) month before undertaking operational noise modelling.</p> <p>Each verification must be submitted to the Planning Secretary for information within 30 days of the verification and be attached to submitted documentation as relevant.</p>	N/A	N/A
E51	<p>Noise modelling of the detailed design must be undertaken and address the following parameters:</p> <ul style="list-style-type: none"> (a) application of source emission corrections to take into account the proportions of heavy vehicles; (b) modelling heavy vehicles using three distinct sources in line with Appendix B4 of the NSW Road Noise Policy (DECCW, 2011); (c) road surface corrections to address the assessment timeframes outlined in the NSW Road Noise Policy (DECCW, 2011) corresponding to the year of opening, and ten (10) years after opening; and (d) meteorological conditions in accordance with the NSW Road Noise Policy. 	N/A	N/A
E52	<p>An Operational Noise Review (ONR) must be prepared (based on the detailed design of the CSSI) to confirm noise mitigation measures that would be implemented for the operation of the CSSI. The ONR must be prepared in consultation with the Planning Secretary and relevant council(s) and must:</p> <ul style="list-style-type: none"> (a) confirm the appropriate operational noise objectives and levels for existing sensitive receivers; (b) confirm the operational noise impacts based on the final design of the CSSI and modelling undertaken under Condition E51, including operational daytime LAeq,15 hour and night-time LAeq, 9-hour traffic noise contours; 	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
	<p>(c) review the suitability of the operational noise mitigation measures identified in the documents listed in Condition A1 and, where necessary, investigate and identify additional noise and vibration mitigation measures required to achieve the noise criteria outlined in the NSW Road Noise Policy (DECCW, 2011), including the timing of implementation;</p> <p>(d) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures; and</p> <p>(e) procedures for the management of operational noise and vibration complaints. The ONR must be undertaken at the Proponent's expense and be submitted to the Planning Secretary for information prior to implementing at-property noise mitigation, unless otherwise agreed by the Planning Secretary.</p> <p>The Proponent must implement the identified noise mitigation measures and make the ONR publicly available following its submission to the Planning Secretary for information.</p> <p>Note: The design of noise barriers and the like must be undertaken in consultation with the community as part of the Place, Design and Landscape Plan required under Condition E69.</p>		
E53	Operational noise mitigation measures as identified in Condition E52 that will not be physically affected by construction and where the noise management level in Condition E38(a) is likely to be exceeded, must be implemented within six (6) months of the commencement of construction in the vicinity of the impacted residence(s) to minimise construction noise impacts, unless otherwise agreed by the Planning Secretary in accordance with Condition E55. The operational noise mitigation measures must be detailed in the Noise and Vibration CEMP Sub-plan required by Condition C4.	N/A	N/A
E54	If the ONR required by Condition E52 is not prepared within six (6) months of the commencement of construction, the at-property operational noise mitigation measures required by Condition E53 must be consistent with the measures and the properties identified in Appendix G of the M12 Motorway Amendment Report (October, 2020).	N/A	N/A

E55	All requests to the Planning Secretary under Condition E53 must be accompanied by a report justifying why operational noise mitigation measures will not be implemented within six (6) months, along with details of the temporary measures that the Proponent would implement to reduce construction noise impacts, until such time that the	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	operational noise mitigation measures are implemented. The report must be submitted to the Planning Secretary before the commencement of construction which would affect identified residences. All temporary measures must be implemented within six (6) months of the commencement of construction in the vicinity of the impacted residences. Note: Not having finalised detailed design is not sufficient justification for not implementing the proposed mitigation measures.		
E56	The implementation of at-property treatment does not preclude the application of other noise and vibration mitigation and management measures including temporary accommodation to address construction noise.	N/A	N/A
E57	All operational noise mitigation measures must be implemented prior to operation of the CSSI.	N/A	N/A
E58	Within 12 months of the commencement of operation of the CSSI, the Proponent must undertake monitoring of operational noise to compare actual noise performance of the CSSI against the noise performance predicted in the review of operational noise mitigation measures required by Condition E52.	N/A	N/A
E59	Classified traffic counts must be undertaken simultaneously with noise measurements to confirm traffic volumes and traffic mix assumptions.	N/A	N/A

E60	<p>An Operational Noise Compliance Report (ONCR) must be prepared to document the findings of the operational noise monitoring carried out under Condition E58. The ONCR must be prepared in accordance with the Model Validation Guideline (RMS, 16 May 2018 Version 1.1) and must address the following:</p> <ul style="list-style-type: none"> (a) compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E52; (b) compliance with the operational noise levels in terms of criteria and noise goals established in the NSW Road Noise Policy (DECCW, 2011); (c) methodology, location and frequency of noise monitoring undertaken, including grouping monitoring sites at which CSSI noise levels are ascertained with specific reference to locations indicative of impacts on receivers. Monitoring locations must be grouped by – <ul style="list-style-type: none"> i. pavement type, 	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	<ul style="list-style-type: none"> ii. topography; (d) visibility of sensitive receivers, i.e. line of sight and shielded by mounds and/or noise walls; (e) model light and heavy vehicles separately; (f) pavement corrections for light and heavy vehicles; (g) details on the acoustic performance of the different pavement types used for the CSSI ; (h) effects of meteorological conditions on traffic noise consistent with the requirements of the NSW Road Noise Policy (DECCW, 2011); (i) details of any complaints and enquiries received in relation to operational noise generated by the CSSI between the date of commencement of operation and the date the report was prepared; (j) any required recalibrations of the noise model taking into consideration factors such as noise monitoring, and actual traffic numbers and proportions; (k) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of mitigation measures; and (l) identification of additional measures to those identified in the review of noise mitigation measures required by Condition E52, that are to be implemented with the objective of meeting the criteria outlined in the NSW Road Noise Policy (DECCW, 2011), when these measures are to be implemented and how their effectiveness is to be measured and reported to the Planning Secretary and the EPA. <p>The ONCR must be submitted to the Planning Secretary and the EPA for information within 60 days of completing the operational noise monitoring (required by Condition E58) and be made publicly available.</p> <p>Any additional measures identified in Condition E60(l) must be implemented within 18 months of submitting the ONCR to the Planning Secretary, unless an alternative timeframe is agreed to by the Planning Secretary.</p>		

No.	Condition of Approval	Discussion	Consistent
E61	The CSSI must be constructed in a manner that minimises visual impacts of construction ancillary facilities, including but not limited to, providing temporary landscaping and vegetative screening of the construction sites, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located.	The Proposed Change will not impact upon compliance with this condition. This will be managed in accordance with the CEMP.	Yes
E62	The CSSI must be constructed and operated with the objective of minimising light spillage to surrounding properties. All lighting associated with the construction and operation of the CSSI must be consistent with the requirements of Australian Standard 4282-2019 <i>Control of the obtrusive effects of outdoor lighting</i> , relevant Australian Standards in the series AS/NZ 1158 – <i>Lighting for Roads and Public Spaces</i> , and the <i>National Airports Safeguarding Framework (NASF) Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports</i> . Additionally, mitigation measures must be provided to manage residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.	The Proposed Change will not impact upon compliance with this condition. This will be managed in accordance with the CEMP.	Yes
E63	Active transport facilities must be designed, constructed and/or rectified in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads, 2017) and relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility. The active transport links must also incorporate relevant Crime Prevention Through Environmental Design principles.	N/A	N/A
E64	The place, design and landscape outcomes of the CSSI must be informed by and be consistent with the Urban Design Concept and have consideration of the Urban Design Opportunities as detailed in Appendix G Landscape character, visual impact assessment and urban design report of the EIS. Advice on how the Urban Design Opportunities have been considered and progressed must be provided to the Planning Secretary for information when submitting the Place, Design and Landscape Plan (as required by Condition E69) to the Planning Secretary. Where an Urban Design Opportunity has not progressed, advice as to why must also be provided to the Planning Secretary for information.	N/A	N/A

E65	Landscaping must improve parkland, open space and native vegetation and fauna connectivity, including between areas of existing parkland and open space adjacent to and intersecting the CSSI, and through the revegetation of areas with local provenance species, where practicable, between adjoining areas of remnant	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	Cumberland Plain Woodland to re-link them. In implementing these requirements, the Proponent must have regard to wildlife strike risk in proximity to the Western Sydney International Airport.		
E66	All active transport infrastructure and facilities (including the connection through the Western Sydney Parklands or its alternative) must be completed prior to operation, unless otherwise agreed by the Planning Secretary.	N/A	N/A
E67	The CSSI must minimise impacts on useable open space. Impacts to the Western Sydney Parklands must be mitigated and offset by an agreed direct payment for improved recreation and access infrastructure and a land compensation payment for the Western Sydney Parkland Trust to use in expanding the parklands. These payments will be in accordance with an agreement established with the Western Sydney Parkland Trust. All offsets must be delivered prior to operation, unless agreed by the Planning Secretary.	N/A The land required for the Proposed Change is owned by WSPT. The land is not usable open space for recreation.	N/A
E68	<p>Place making, design and landscape outcomes must be informed by input and review by independent and qualified practitioners in the following fields (practitioners may cover more than one field if suitably qualified):</p> <ul style="list-style-type: none"> (a) public art / cultural interpretation public art; (b) Aboriginal cultural heritage; (c) European cultural heritage; (d) landscape architecture; and (e) active transport. These practitioners must be approved by the Planning Secretary at least one (1) month before the commencement of construction and must hold current membership of a relevant professional body, unless otherwise approved by the Planning Secretary. <p>These practitioners must be involved through participation in the Design Review Panel committed to by the Proponent in the documents listed in Condition A1, and in the development and review of the Place, Design and Landscape Plan.</p> <p>Advice and recommendations made by the practitioners must be provided to the Planning Secretary for information when submitting the Place, Design and Landscape Plan to the Planning Secretary.</p>	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
	<i>Note: The considerations that the Department will take into account when deciding to approve a practitioner are set out in 'Seeking Approval from the Department for the appointment of independent experts, Post approval guidance for Infrastructure Projects' (DPIE, 2020)</i>		
E69	A Place, Design and Landscape Plan must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in Condition A1. The Plan does not apply to works, which for technical, engineering, or ecological requirements, or other requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes.	N/A	N/A
E70	<p>The Place, Design and Landscape Plan must be prepared by a suitably qualified and experienced person in consultation with relevant councils, Western Sydney Parklands Trust, Heritage NSW, the community and affected landowners and businesses. The Place, Design and Landscape Plan must include, but not be limited to:</p> <ul style="list-style-type: none"> (a) an analysis of the built, natural, heritage and community context and the urban design objectives, principles and standards for the CSSI; (b) identification of opportunities for heritage interpretation during design and construction consistent with the Heritage Interpretation Plan required by Condition E27; (c) the design of the CSSI elements including their form, materials and detail; (d) the design of the CSSI landform and earthworks; (e) the location of existing vegetation, areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities. (f) active transport infrastructure, including amenities to be provided along the shared user path; (g) developed visualisations, cross sections and plans showing the proposed design outcome; (h) demonstrated integration of Crime Prevention Through Environmental Design principles into the detailed design process; and 	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
	(i) (i) details of strategies to rehabilitate, regenerate or revegetate disturbed areas including riparian corridors and successfully establish and maintain the resulting new landscape and associated elements.		
E71	<p>Revegetation and the provision of replacement trees must be informed by a Tree Survey undertaken during detailed design. The Tree Survey must identify the number, type and location of any trees to be removed. The Tree Survey must be submitted to the Planning Secretary for information with the Place, Design and Landscape Plan.</p> <p>Where trees are to be removed, the Proponent must provide a net increase in the number of replacement trees at a ratio of 2:1, except trees that are offset under Condition E3. Replacement trees must have a minimum pot size consistent with the relevant authority's plans / programs / strategies for vegetation management, street planting, or open space landscaping, or as agreed by the relevant authority(ies).</p> <p>Note: For the purposes of this condition, the relevant authority is that State or local government authority that owns or manages the land on which the replacement trees will be planted.</p>	<p>The Proposed Change will not impact upon compliance with this condition.</p> <p>Trees will not be removed as a result of the Proposed Change.</p>	Yes
E72	Construction of permanent surface built works or landscaping that are the subject of the Place, Design and Landscape Plan must not be commenced (in the area to which the Place, Design and Landscape Plan applies) until the Place, Design and Landscape Plan has been submitted to the Planning Secretary for information, after considering advice received from the Design Review Panel committed to by the Proponent.	N/A	N/A
E73	The Place, Design and Landscape Plan must be implemented during construction and operation.	N/A	N/A
E74	The ongoing maintenance and operation costs of place, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the maintenance requirements established in the Place, Design and Landscape Plan, required by Condition E69.	N/A	N/A

E75	The Proponent must identify the utilities and services (hereafter “services”) potentially affected by Work to determine requirements for diversion, protection and/or support. Alterations to services must be determined by negotiation between the Proponent and the service providers. The Proponent in consultation with service providers must ensure that disruption to services resulting from the CSSI are avoided where possible	The Proposed Change will not impact upon compliance with this condition.	Yes
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No.	Condition of Approval	Discussion	Consistent
	and where unavoidable, customers are advised in accordance with the Communication Strategy required under Condition B1.		
E76	The Proponent must offer pre-construction surveys to the owners of surface and sub-surface structures and other relevant assets identified at risk from vibration, including all listed heritage items and buildings/structures of heritage significance as identified in the documents listed in Condition A1. Where the offer is accepted, the survey must be undertaken by a suitably qualified and experienced engineer and/or building surveyor prior to the commencement of vibration- generating works that could impact on the structure/asset. The results of each survey must be documented in a Pre-construction Condition Survey Report and the report must be provided to the owner of the item(s) surveyed no later than one (1) month before the commencement of all other potentially impacting works.	N/A	N/A
E77	Where pre-construction surveys have been undertaken in accordance with Condition E76, subsequent post-construction surveys of the structure / asset must be undertaken by a suitably qualified and experienced engineer and/or building surveyor to assess damage that may have resulted from the vibration-generating works. The results of the post-construction surveys must be documented in a Post-Construction Condition Survey Report for each item surveyed. The Post-construction Condition Survey Reports must be provided to the owner of the structures/assets surveyed, and no later than four (4) months following the completion of construction activities that have the potential to impact on the structure / asset.	N/A	N/A
E78	Where damage has been determined to occur as a result of the CSSI, the Proponent must carry out rectification at its expense and to the reasonable requirements of the owner of the structure/asset within nine (9) months of the completion of construction activities that have the potential to create damage unless another timeframe is agreed with the owner. Alternatively, the Proponent may pay compensation for the damage as agreed with the owner.	N/A	N/A
E79	The CSSI must be delivered in a manner that minimises intrusion, as far as reasonably practicable, and disruption to agricultural operations/activities in surrounding properties (e.g. stock access, access to farm dams, etc.), unless otherwise agreed by the landowner.	The Proposed Change will not impact upon compliance with this condition.	Yes

E80	Where the viability of existing agricultural operations will be impacted by the CSSI, the Proponent must, at the request of the landowner, employ a suitably qualified and experienced independent agricultural expert to assist in identifying management	The Proposed Change will not impact upon compliance with this condition. There are horses that use nearby parcels of land to the Proposed Change. Access to the dam for livestock will continue, and will be delineated from the Proposed Change area by temporary fencing.	Yes
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No.	Condition of Approval	Discussion	Consistent
	measures to address the identified impacts. Where the Proponent has commenced the requirements of this condition, prior to determination of the CSSI, the Proponent may rely on these activities to fulfil this requirement.		
E81	The Proponent must have regard to the Upper Canal Pheasants Nest to Prospect Reservoir Conservation Management Plan (NSW Public Works Governments Architect's Office, 2016) and Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines (WaterNSW, 2020) when constructing the CSSI.	N/A	N/A
E82	Construction and operation of the CSSI must not destroy, modify or otherwise cause direct or indirect damage to the Upper Canal System, including the Cecil Hills Tunnel, and Tunnel Shafts 3 and 4.	N/A	N/A
E83	Any property access that is physically affected by the CSSI must be reinstated to at least an equivalent standard, in consultation with the landowner or alternative access provided in consultation with the landowner.	The Proposed Change will not impact upon compliance with this condition.	Yes
E84	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise water pollution. When implementing such controls, any relevant guidance in the Managing Urban Stormwater, Soils and Construction Vol.1 (Landcom, 2004) and Vol. 2D Main Road Construction (DECC, 2008) must be considered.	The Proposed Change will not impact upon compliance with this condition.	Yes
E85	<p>Prior to the commencement of any Work that would result in the disturbance of potential or contaminated soils, materials, groundwater or sediments, a Detailed Site Investigation Report(s) must be prepared, or reviewed and approved, by consultants certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme. The Detailed Site Investigation Report(s) must be prepared in accordance with guidelines made or approved under section 105 of the Contaminated Land Management Act 1997.</p> <p><i>Note: Where Preliminary and Detailed Site Investigations have already been undertaken for contaminated soils, materials, groundwater or sediments they do not need to be undertaken again for the purposes of this condition.</i></p>	N/A	N/A

E86	The Detailed Site Investigation Report(s) must provide details on:	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
	<ul style="list-style-type: none"> (a) primary sources of contamination, for example potentially contaminating activities, infrastructure (such as underground storage tanks, fuel line, sumps or sewer lines) or site practices; (b) contaminant dispersal in air, hazardous ground gases, surface water, groundwater, soil vapour, separate phase contaminants, sediments, infrastructure (e.g. concrete), biota, soil and dust; (c) contaminant characterisation and behaviour (volatility, leachability, speciation, degradation products and physical and chemical conditions on-site which may affect how contaminants behave); (d) potential effects of contaminants on human health, including the health of occupants of built structures (for example arising from risks to service lines from hydrocarbons in groundwater, or risks to concrete from acid sulphate soils) and the environment; (e) potential and actual contaminant migration routes including potential preferential pathways; (f) the adequacy and completeness of all information available for use in the assessment of risk and for making decisions on management requirements, including an assessment of uncertainty; (g) the review and update of the conceptual site model from the preliminary and detailed site investigations; (h) nature and extent of any existing remediation (such as impervious surface cappings); and/or (i) whether the land is suitable (for the intended final land use) or can be made suitable through remediation. 		
E87	Should remediation be required to make land suitable for the final intended land use, a Remediation Action Plan must be prepared. Prior to commencing with the remediation, the Proponent must submit to the Planning Secretary for information, the Remediation Action Plan and an Interim Audit Advice or a Section B Site Audit Statement from a NSW EPA accredited Site Auditor that certifies that the Remediation Action Plan is appropriate and that the site can be made suitable for the proposed use.	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
	<p>The Remediation Action Plan must be implemented and any changes to the Remediation Action Plan must be endorsed in writing by the EPA-accredited Site Auditor.</p> <p><i>Note: It is strongly recommended that a site auditor is engaged as early in the assessment and remediation process as possible, as early communication between parties improves the efficiency of the audit.</i></p>		
E88	<p>A Section A1 or Section A2 Site Audit Statement (accompanied by an Environmental Management Plan) and the accompanying Site Audit Report, which states that the contaminated land disturbed by the works has been made suitable for the intended land use, must be submitted to the Planning Secretary and relevant council(s) for information after remediation and no later than one (1) month before the commencement of operation. Contaminated land must not be used for the purpose approved under the terms of this approval until a Section A1 or Section A2 Site Audit Statement is obtained which states that the land is suitable for that purpose and any conditions on the Section A1 or Section A2 Site Audit Statement have been complied with.</p> <p>Nothing in the conditions prevents the Proponent from obtaining Section A Site Audit Statements for individual parcels of remediated land.</p>	N/A	N/A
E89	<p>An Unexpected Contaminated Land and Asbestos Finds Procedure must be prepared before the commencement of Work and must be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during Work. The procedure must include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved.</p>	The Proposed Change will not impact upon compliance with this condition.	Yes
E90	<p>The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented throughout the duration of Work.</p>	The Proposed Change will not impact upon compliance with this condition.	Yes
E91	<p>A Sustainability Strategy must be prepared to achieve a minimum excellent 'Design' and 'As built' rating under the Infrastructure Sustainability Council of Australia infrastructure rating tool.</p>	N/A	N/A

E92	The Sustainability Strategy must be submitted to the Planning Secretary for information before the commencement of construction and must be implemented throughout construction and operation.	N/A	N/A
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No.	Condition of Approval	Discussion	Consistent
E93	The Planning Secretary's approval is required before any heavy vehicles used for spoil and fill haulage or concrete deliveries (for the purpose of the CSSI) are driven on local roads within one (1) kilometre of early works, construction and construction ancillary facilities and that are not identified for use by heavy vehicles in the documents listed in Condition A1. The local roads must be identified in the Early Works Environment Management Plan and Traffic Management CEMP Sub-plan.	N/A	N/A
E94	<p>All requests to the Planning Secretary for approval to use local roads in accordance with Condition E93, must include a traffic and pedestrian impact assessment and be prepared in consultation with the relevant local council(s). The assessment must be undertaken by an appropriately qualified and experienced person and must include a swept path analysis if required by the Department. The traffic and pedestrian impact assessment must:</p> <ul style="list-style-type: none"> (a) demonstrate that the use of local roads will not compromise the safety of the public and have no more than minimal amenity impacts; (b) provide details as to the date of completion of the road dilapidation surveys for the subject local roads; and (c) describe the measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and childcare facilities during peak times for operation. <p>The outcomes and recommendations of the traffic and pedestrian impact assessment must be incorporated into the Site Establishment Management Plan or Traffic Management CEMP Sub-plan as relevant.</p>	N/A	N/A
E95	<p>Before any local road is used by a heavy vehicle for the purposes of the CSSI, a Road Dilapidation Report must be prepared for the road unless otherwise agreed by the relevant road authority. A copy of the Road Dilapidation Report must be provided to the relevant road authority within three (3) weeks of completion of the survey and at least two (2) weeks before the road is used by heavy vehicles associated with the construction of the CSSI.</p> <p>If damage to roads occurs as a result of the construction of the CSSI, the Proponent must rectify the damage to restore the road to at least the condition it was in pre-construction in consultation with the relevant road authority. Rectification works must be undertaken within three (3) months of the subject road no longer being used for the</p>	The Proposed Change will not impact upon compliance with this condition.	Yes

No.	Condition of Approval	Discussion	Consistent
	construction of the CSSI unless an alternative timeframe is agreed to by the relevant road authority.		
E96	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, residences, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected residents, businesses and affected property owners and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	The Proposed Change will not impact upon compliance with this condition.	Yes
E97	The CSSI (including new or modified local roads, parking, pedestrian and cycle infrastructure) must be designed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management.	N/A	N/A
E98	An independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person during design development (audit of the plans) and prior to opening (preopening audit) to assess the safety performance of new or modified roads (road safety audit), parking, pedestrian and cycle infrastructure provided as part of the CSSI (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management. Audit findings and recommendations of the detailed design plans (audit of the plans) must be actioned before construction of the relevant infrastructure. The pre-opening audit findings and recommendations must be actioned prior to the relevant infrastructure being made available for use. All audit findings must be made available to the Planning Secretary on request, within the timeframe stated in the request.	N/A	N/A
E99	Safe pedestrian and cyclist access must be maintained around work sites during Work. In circumstances where pedestrian and cyclist access is restricted or removed due to Work, an alternate route which complies with the relevant standards must be provided and signposted.	The Proposed Change will not impact upon compliance with this condition.	Yes

E100	<p>Waste generated during Work and operation must be dealt with in accordance with the following priorities:</p> <p>(a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced;</p>	The Proposed Change will not impact upon compliance with this condition.	Yes
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No.	Condition of Approval	Discussion	Consistent
	<p>(b) where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered; and</p> <p>(c) where re-using, recycling or recovering waste is not possible, waste must be treated or disposed of.</p>		
E101	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of an EPL for the CSSI, or be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, as the case may be.	<p>The Proposed Change will not impact upon compliance with this condition.</p> <p>This will be managed in accordance with the CWRMP.</p>	Yes
E102	Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste, except in accordance with Condition E15.	<p>The Proposed Change will not impact upon compliance with this condition.</p> <p>This will be managed in accordance with the CWRMP.</p>	Yes
E103	All waste generated by Works must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	<p>The Proposed Change will not impact upon compliance with this condition.</p> <p>This will be managed in accordance with the CWRMP.</p>	Yes

E104	<p>The Proponent must develop and implement a waste tracking register prior to waste generated by Work that details:</p> <ul style="list-style-type: none"> (a) the quantity of each type of waste generated, its classification and source location (recorded using latitude and longitude coordinates); (b) the destination location(s) for all wastes generated during Work; (c) the quantities of any waste types imported onto the CSSI site, including their classification and emplacement location (recorded using latitude and longitude coordinates); (d) the quantities and types of wastes that are subject to a Resource Recovery Order and/or Exemption; and (e) disposal records demonstrating that receiving facilities have lawfully accepted the waste type. 	<p>The Proposed Change will not impact upon compliance with this condition.</p>	<p>Yes</p>
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No.	Condition of Approval	Discussion	Consistent
	The waste tracking register must be made available to the Planning Secretary and EPA on request, within the timeframe stated in the request.		
E105	<p>The CSSI must be designed, constructed and operated so as to maintain the NSW Water Quality Objectives where they are being achieved as at the date of this approval, and contribute towards achievement of the NSW Water Quality Objectives over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the NSW Water Quality Objectives, in which case those requirements must be complied with.</p> <p>Note: If it is proposed to discharge construction stormwater to waterways, a Water Pollution Impact Assessment will be required to inform licensing, consistent with section 45 of the POEO Act. Any such assessment must be prepared in consultation with the EPA and be consistent with the National Water Quality Guidelines, with the level of detail commensurate with the potential water pollution risk</p>	<p>The Proposed Change will not impact upon compliance with this condition.</p> <p>This will be managed in accordance with the CSWMP.</p>	Yes
E106	Drainage feature crossings (permanent and temporary watercourse crossings and diversions) and drainage swales and depressions must be carried out in accordance with relevant guidelines and designed by a suitably qualified and experienced person.	The Proposed Change will not impact upon compliance with this condition.	Yes
E107	Work on waterfront land must have regard to the Guidelines for controlled activities on waterfront land – Riparian Corridors (NRAR, 2018), Controlled activities on waterfront land – Guidelines for watercourse crossings on waterfront land (NSW Office of Water, 2012) and Policy and Guidelines for Fish Habitat Conservation and Management (DPI Fisheries, 2013).	N/A	N/A
E108	<p>The Proponent must consult DPI Fisheries and EES during the detailed design of the watercourse crossings. The consultation must include:</p> <ul style="list-style-type: none"> (a) design of bridges; (b) design of scour protection; and (c) details of riparian revegetation. 	N/A	N/A

E109	Rehabilitation and revegetation of the riparian corridor and banks of watercourses impacted by the CSSI must be commenced within three (3) months of the completion of the watercourse work, bridge works (sub-structure, super-structure and pavement) and any other construction work required in the riparian corridor.	The Proposed Change will not impact upon compliance with this condition.	Yes
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No.	Condition of Approval	Discussion	Consistent
E110	<p>All new or modified drainage systems associated with the CSSI must be designed to:</p> <ul style="list-style-type: none"> (a) where stormwater drainage is discharged to a council's stormwater system, meet the capacity constraints of any council's drainage system to receive and convey the proposed flows from the CSSI, or otherwise upgrade council's drainage system at the Proponent's expense, in consultation with the relevant council(s); (b) minimise impacts on the receiving environment at the final outflow point resulting from any additional flow volume (including, but not limited to scour, flooding, water quality impacts, and impacts on riparian vegetation, aquatic ecology and property); and (c) ensure mitigation measures are implemented where increased flows through cross drainage systems adversely impact on council or Sydney Water drainage infrastructure and the receiving environment. 	<p>The Proposed Change will not impact upon compliance with this condition.</p> <p>This will be managed in accordance with the CWRMP.</p>	Yes

Table 2: Commonwealth CoA

No.	Condition of Approval	Discussion	Consistent
1.	The approval holder must not clear in the locations identified in condition E8 of the State Infrastructure approval, until it has completed the additional surveys and provided the results to the Department as required by condition E8 of the State Infrastructure approval.	The Proposed Change will not impact upon compliance of this condition.	Yes
2.	The approval holder must submit to the Department a map(s) of the final construction footprint within six months of the final construction footprint being determined, and where the action is staged, a map of the final construction footprint for each stage, within six months of the final construction footprint for that stage being determined	The Proposed Change will not impact upon compliance of this condition.	Yes
3.	The approval holder must not clear protected matters outside the final construction footprint.	The Proposed Change will not impact upon compliance of this condition.	Yes

4.	<p>To minimise the impacts of the action on protected matters the approval holder must not clear more than the following specified amounts, or another specified amount determined in consultation with the Department in accordance with condition E4 of the State Infrastructure approval within the final construction footprint:</p> <ul style="list-style-type: none"> a. 42.89 hectares of known Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest threatened ecological community; b. 0.44 hectares of known Western Sydney Dry Rainforest and Moist Woodland on Shale threatened ecological community; c. 100 known <i>Pultenaea parviflora</i> individuals; d. The number of <i>Pimelea spicata</i> individuals identified in the additional surveys required by condition E8 of the State Infrastructure approval; e. 62.71 hectares of known foraging habitat for Grey-headed Flying Fox (<i>Pteropus poliocephalus</i>); f. 80.21 hectares of known foraging habitat for Swift Parrot (<i>Lathamus discolor</i>). 	The Proposed Change will not impact upon compliance of this condition.	Yes
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No.	Condition of Approval	Discussion	Consistent
5.	<p>For the protection of protected matters the approval holder must:</p> <ul style="list-style-type: none"> a. Implement conditions A24 of Part A, Schedule 2 and C4, CS, C8, C9 and C10 of Part C, Schedule 2 of the State Infrastructure approval, where they relate to monitoring, managing, avoiding, mitigating, recording, or reporting on, impacts to protected matters. b. Implement biodiversity conditions E2 to E10 of Part E, Schedule 2 of the State Infrastructure approval where they relate to monitoring, managing, avoiding, mitigating, offsetting, recording, or reporting on, impacts to protected matters. c. Notify the Department in writing within 2 business days of formally proposing any change to the conditions of the State Infrastructure approval for which conditions 5a or 5b apply, and within 5 business days of becoming aware of the NSW Government proposing a change. d. Notify the Department in writing of any change to the State Infrastructure approval for which conditions 5a and 5b apply, within 5 business days of a change to the State Infrastructure approval being finalised. 	<p>The Proposed Change will not impact upon compliance of this condition.</p>	<p>Yes</p>

No.	Condition of Approval	Discussion	Consistent
6.	The approval holder must notify the Department in writing of the date of commencement of the action within 10 business days after the date of commencement of the action.	The Proposed Change will not impact upon compliance of this condition.	Yes
7.	If the commencement of the action does not occur within 5 years from the date of this approval, then the approval holder must not commence the action without the prior written agreement of the Minister	N/A	N/A
8.	The approval holder must maintain accurate and complete compliance records.	N/A	N/A
9.	<p>If the Department makes a request in writing, the approval holder must provide electronic copies of compliance records to the Department within the timeframe specified in the request.</p> <p>Note: Compliance records may be subject to audit by the Department or an independent auditor in accordance with section 458 of the EPBC Act, and or used to verify compliance with the conditions. Summaries of the result of an audit may be published on the Department's website or through the general media.</p>	N/A	N/A
10.	<p>The approval holder must prepare a compliance report for each 12 month period following the date of commencement of the action, or otherwise in accordance with an annual date that has been agreed to in writing by the Minister. The approval holder must:</p> <ul style="list-style-type: none"> a. publish each compliance report on the website within 60 business days following the relevant 12 month period; b. notify the Department by email that a compliance report has been published on the website and provide the weblink for the compliance report within 5 business days of the date of publication; c. keep all compliance reports publicly available on the website until this approval expires or as otherwise agreed by the Department in writing; d. exclude or redact sensitive ecological data from compliance reports published on the website; and 	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
	<p>e. where any sensitive ecological data has been excluded from the version published, submit the full compliance report to the Department within 5 business days of publication.</p> <p>Note: Compliance reports may be published on the Department's website</p>		
11.	<p>The approval holder must notify the Department in writing of any: incident affecting protected matters; non-compliance with the conditions; or non-compliance with the commitments made in plans required in accordance with conditions 5a or 5b. The notification must be given as soon as practicable, and no later than 2 business days after becoming aware of the incident affecting protected matters or non-compliance. The notification must specify:</p> <ul style="list-style-type: none"> a. any condition which is or may be in breach b. a short description of the incident affecting protected matters and/or non-compliance c. the location (including co-ordinates), date, and time of the incident affecting protected matters and/or non-compliance. In the event the exact information cannot be provided, provide the best information available. 	N/A	N/A
12.	<p>The approval holder must provide to the Department the details of any incident affecting protected matters or non-compliance with the conditions or commitments made in plans required in accordance with conditions 5a or 5b as soon as practicable and no later than 10 business days after becoming aware of the incident affecting protected matters or non-compliance, specifying:</p> <ul style="list-style-type: none"> a. any corrective action or investigation which the approval holder has already taken or intends to take in the immediate future; b. the potential impacts of the incident affecting protected matters or non-compliance; and c. the method and timing of any remedial action that will be undertaken by the approval holder. 	N/A	N/A

No.	Condition of Approval	Discussion	Consistent
13.	The approval holder must ensure that independent audits of compliance with the conditions are conducted as requested in writing by the Minister.	N/A	N/A
14.	For each independent audit requested by the Minister under condition 13, the approval holder must: <ul style="list-style-type: none"> a. provide the name and qualifications of the independent auditor and the draft audit criteria to the Department b. only commence the independent audit once the audit criteria have been approved in writing by the Department c. submit an audit report to the Department within the timeframe specified in the approved audit criteria. 	N/A	N/A
15.	The approval holder must publish the audit report on the website within 10 business days of receiving the Department's approval of the audit report and keep the audit report published on the website until the end date of this approval, or as otherwise agreed by the Department in writing.	N/A	N/A
16.	The approval holder must: <ul style="list-style-type: none"> a. submit plans electronically to the Department for information; b. unless otherwise agreed to in writing by the Minister, publish each plan on the website within 20 business days of the date: i. that the plan was approved under the State Infrastructure approval, if the plan requires approval under the State Infrastructure approval; or ii. that the plan was finalised and provided to the NSW Planning Secretary, if the plan is required for information under the State Infrastructure approval. c. exclude or redact sensitive ecological data from plans that are to be published on the website or provided to a member of the public; and d. keep plans published on the website for the period for which this approval has effect, or as otherwise agreed by the Department in writing. 	N/A	N/A
17.	Within 20 days after the completion of the action, the approval holder must notify the Department in writing and provide completion data.	N/A	N/A

Table 3: REMMs

No.	Revised Environmental Management Measure	Discussion	Consistent
G01	<p>A Community Communication Strategy will be prepared for the project to facilitate communication with the local community including relevant Government agencies, Councils, adjoining affected landowners and businesses, and other relevant stakeholders that may be affected by the project. The strategy will: Identify people or organisations to be consulted during the delivery of the project</p> <ul style="list-style-type: none"> • Set out procedures and mechanisms for the regular distribution of information about the project • Outline mechanisms to keep relevant stakeholders updated on site construction activities, schedules and milestones • Outline avenues for the community to provide feedback (including a 24-hour, toll free project information and complaints line) or to register complaints and through which TfNSW will respond to community feedback • Outline a process to resolve complaints and issues raised. <p>The Community Communication Strategy will include a Construction Fatigue Protocol to minimise impacts associated with construction fatigue. The Protocol will include consideration of noise attenuation and restriction of out-of-hours work or use of noise intensive equipment where reasonable and feasible.</p>	N/A	N/A
G02	<p>A CEMP will be prepared and implemented for the project in accordance with the Department of Infrastructure, Planning and Natural Resources Guideline for the Preparation of Environmental Management Plans (DIPNR 2004), for the ongoing management of environmental issues during construction of the project.</p>	The Proposed Change will not impact upon compliance with this condition.	Yes

B01	<p>A CFFMP will be prepared. The measures in the CFFMP will include:</p> <ul style="list-style-type: none"> • A site specific induction • Identification of clearing limits and exclusion fencing • Pre-clearance surveys • Vegetation clearing procedures • An unexpected finds procedure 	<p>The Proposed Change will not impact upon compliance with this condition.</p> <p>The Proposed Change will be managed in accordance with the CFFMP.</p>	Yes
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> Procedures for weed management and monitoring A process for de-watering farm dams and the relocation of aquatic fauna Provision of supplementary fauna habitat (eg nest boxes). 		
B02	A Habitat Compensation Plan (HCP) will be prepared and implemented as part of the CFFMP for the project. The HCP will target those species that will be impacted by the loss of hollows. Measures will include: nest boxes, reuse of salvaged hollows and/or new technologies eg chainsaw hollows), as well as replacement of woody debris and bushrock with consideration to Guide 5 and Guide 8 of Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011).	<p>The HCP will be implemented as an appendix of the CFFMP.</p> <p>The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CFFMP.</p>	Yes
B03	Native vegetation, threatened species and threatened species habitat removal will be minimised where practicable through detailed design. This will include avoiding the nest and surrounds of the White-bellied Sea-Eagle, where practicable.	The Proposed Change will not impact upon compliance of this condition.	Yes

B04	Biodiversity offsets for the project will be purchased and managed in accordance with the Biodiversity Offset Strategy prepared for the project.	The Proposed Change will not impact upon compliance of this condition.	Yes
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No.	Revised Environmental Management Measure	Discussion	Consistent
B05	<p>Pre-clearing surveys will be carried out in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 1: Pre-clearing process). The following species identified on or near the study area will require particular attention:</p> <ul style="list-style-type: none"> • White-bellied Sea-Eagle <p>If design cannot avoid the White-bellied Sea-Eagle nest, then pre-clearing measures to avoid impact on the nest will be implemented. This will include pre-clearing survey to establish if it is currently being used and removal of the nest by an ecologist experienced in similar procedures. The potential impacts of habitat removal will be minimised by removing the nest outside of the nesting period (typically lays between June and September, with young remaining in the nest for 70 days).</p> <p>An initial pre-clearing inspection will be carried out at least 21 days prior to commencement of clearing, to give the ecologist time to check the nest and then relocate if needed.</p> <ul style="list-style-type: none"> • Cumberland Plain Land Snail <p>Pre-clearance surveys will be carried out immediately before clearing works by a qualified ecologist in all vegetated areas to be disturbed that were identified as known or potential habitat for Cumberland Plain Land Snail (see Section 6.2). As identified in the CFFMP, all individual Cumberland Plain Land Snails found during pre-clearance surveys will be translocated to adjacent areas of suitable habitat.</p>	<p>The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CFFMP.</p> <p>A pre-clearing survey is recommended by a qualified ecologist in all areas of marked for clearing.</p>	Yes
B06	<p>An unexpected threatened species finds procedure will be developed as part of the CFFMP and based on Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 1: Pre-clearing process). The procedure will include requirements for workers to be made aware of the potential flora and fauna species that may be encountered during construction (including training staff on species identification) and outline the process for the identification and management of unexpected flora and fauna. In the event that any threatened species are identified during construction, the following steps would be carried out:</p>	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
	<ol style="list-style-type: none"> 1. Stop work immediately in the location of the unexpected find to avoid any potential impacts. 2. Notify the environmental manager. 3. Environmental manager will arrange for an ecologist to conduct an assessment of significance of the likely impact, develop management options, and notify DPIE, EESG, and DAWE as appropriate. 4. If a significant impact is unlikely to occur, re-begin work and maintain regular site inspections. 5. If a significant impact is likely to occur: <ol style="list-style-type: none"> a. Consult with DPIE, EESG and DAWE as appropriate. b. Obtain approvals, licenses or permits as required. c. Re-begin work once advice is sought and necessary approvals, licenses and permits are obtained. 6. Include species in subsequent inductions, toolbox talks and update the CEMP. 		
B07	Vegetation and habitat removal will be carried out in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 4: Clearing of vegetation and removal of bushrock).	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CFFMP.	Yes
B08	Revegetation will be carried out in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 3: Re-establishment of native vegetation) and the Landscape Plan prepared for the project.	N/A	N/A
B09	Habitat will be replaced or re-instated in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 5: Re-use of woody debris and bushrock and Guide 8: Nest boxes). A Habitat Compensation Plan, as described in B02 will include this measure.	N/A	N/A
B10	Removal of riparian vegetation at creek crossings will be minimised and vegetation connectivity across the riparian zone will be maintained where possible.	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
B11	Measures to protect aquatic and riparian habitat will be outlined in the CFFMP and protected in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 10: Aquatic habitats and riparian zones) and Section 3.3.2 Standard precautions and mitigation measures of the Policy and guidelines for fish habitat conservation and management (DPI, 2013).	N/A	N/A
B12	<p>A snag management plan would be prepared as part of the CFFMP for the project for snag removal and relocation at Badgerys Creek, Kemps Creek and South Creek in accordance with the Policy and guidelines for fish habitat conservation and management (DPIE, 2013). The management plan will be informed by additional field work which will provide details of the snags to be relocated (such as numbers and locations) and relocation methods.</p> <p>In accordance with Section 3.2.5.2 of the Policy and guidelines for fish habitat conservation and management (DPI 2013), the snag management plan will:</p> <ul style="list-style-type: none"> • Clearly outline the objectives to be achieved • Document the actions to be taken for each individual snag • Detail the methods and machinery to be use • Specify the season or time period over which the works will be carried out. 	N/A	N/A
B13	Creek adjustments will be investigated and removed or minimised during detailed design where feasible. Proposed creek adjustments will be designed such that they result in minimal changes to flow velocities.	N/A	N/A
B14	Creek corridors will be revegetated with locally native riparian vegetation, in accordance with the requirements of the Policy and guidelines for fish habitat conservation and management (DPI, 2013) and in consideration of the Guidelines for instream works on waterfront land (DPI, 2012). The creek channels will be rehabilitated to preconstruction conditions or better.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CFFMP.	Yes
B15	Bridge pier locations within instream (main waterway channel) or on creek banks will be avoided during detailed design at the South Creek, Cosgroves Creek, Badgerys Creek and Kemps Creek crossings. Where avoidance is not possible, further biodiversity assessment will be required.	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
B16	Large woody debris will be retained for creek crossing works where practicable. Any large woody debris placed in the realigned waterways will be relocated in consultation with an ecologist.	N/A	N/A
B17	Permanent and temporary waterway crossings will be designed and constructed to maintain fish passage in accordance with Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings (Fairfull and Witheridge, 2003). Crossing types should be matched to waterway type as per Table 1 in Fairfull and Witheridge (2003).	N/A	N/A
B18	The temporary application of mulch during construction will be managed to avoid the potential for material and tannin run-off into waterways. This will include limiting the application of mulch near waterways where practicable. The application of mulch for permanent landscaping must be designed and planned to avoid material and tannin runoff.	N/A	N/A
B19	Emergency response protocols and procedures will be included in the Project CEMP and implemented in the event of a contaminant spill or leak.	N/A	N/A
B20	Spill kits will be located to allow for timely response to uncontained spills. Site inductions will include a briefing on the use of spill kits.	N/A	N/A
B21	Interruptions to water flows associated with groundwater dependent ecosystems will be minimised through detailed design.	N/A	N/A
B22	Changes to existing surface water flows will be minimised through detailed design.	N/A	N/A
B23	Connectivity measures will be implemented in accordance with Wildlife Connectivity Guidelines for Road Projects (TfNSW, under preparation). Fencing will be located to reduce roadkill of fauna species and funnel animals to creek crossings where safe passage will be available. Detailed design is to retain fauna passage at all four main creek lines (Cosgroves, South, Kemps and Badgerys Creeks).	N/A	N/A

B24	Exclusion zones will be set up at the limit of clearing in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 2: Exclusion zones).	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CFFMP.	Yes
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No.	Revised Environmental Management Measure	Discussion	Consistent
	Exclusion zones will be set up to protect potential indirect impacts to threatened flora in accordance with the areas identified in the EIS and this amendment report (including Figure 1- 2 of Appendix A of the amendment report).		
B25	Fauna will be managed in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 9: Fauna handling).	The Proposed Change will not impact upon compliance with this condition.	Yes
B26	Weed species will be managed in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 6: Weed management).	The Proposed Change will not impact upon compliance with this condition.	Yes
B27	Pathogens will be managed in accordance with Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) (Guide 2: Exclusion zones).	The Proposed Change will not impact upon compliance with this condition.	Yes
B28	Shading impacts will be minimised through detailed design of bridge and culvert structures. The need for artificial lighting during construction and operation will be minimised through detailed design where feasible, including directing lighting away from vegetated areas where practicable.	N/A	N/A
B29	Additional targeted surveys for <i>Pimelea spicata</i> will be conducted in optimal conditions, as defined by NSW Bionet Threatened Biodiversity Profile Data Collection (DPIE). <i>Pimelea spicata</i> must be surveyed at least three occasions, with each occasion at least a month apart unless the species is found prior. A reference population must also be surveyed on each occasion.	N/A	N/A
B30	Opportunities to further minimise native vegetation clearing and drainage line impacts from the Wallgrove Road realignment will be investigated. Opportunities for investigation will include, but will not be limited to changing the height of the road, steepening of batters and/or the use of retaining wall structures and moving the horizontal alignment closer to the new proposed southern road reserve boundary.	N/A	N/A
TT01	A construction transport and traffic management plan (CTTMP) will be prepared as part of the CEMP in consultation with relevant local Councils, and in accordance with relevant guidelines. The CTTMP will outline:	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> • Staging and planning of works to minimise the need to occupy roads where practicable, including identification of haulage routes • Safe alternative routes for pedestrians and cyclists in accordance with relevant safety and accessibility standards • The requirements for traffic control plans to be prepared for each work area which will include details of site access and specific traffic control measures (including signage) to manage traffic movements • Road safety audit requirements • Parking arrangements for construction staff • Identification of access arrangements at construction sites detailing vehicle access movements • Measures to minimise changes to the existing road network, property access, bus stops and pedestrian/cyclist facilities where feasible • Measures to communicate and notify of any changes in traffic conditions on roads or paths to road users, emergency services, public transport operators, and other relevant stakeholders • Measures to manage construction traffic interfaces and access arrangements with WSIA and Sydney Metro – Western Sydney Airport • Requirements for appropriate warning and signage for traffic and other road users such as cyclists and pedestrians in the vicinity of work areas and work site access, and road diversions. 		
TT02	Changes to bus stops will be implemented in consultation with TfNSW, relevant councils, and relevant bus operators. Alternate temporary bus stops will be provided with appropriate signage to direct commuters. Safe access will be provided in accordance with relevant safety and accessibility standards.	N/A	N/A

TT03	Movements of haulage vehicles will be planned to minimise movements on the road network during the AM and PM peak periods where practicable.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CTTMP.	Yes
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No.	Revised Environmental Management Measure	Discussion	Consistent
TT04	Consultation will be carried out with the operators of the M7 Motorway to develop measures to manage the potential impacts of construction within the operating M7 Motorway corridor.	N/A	N/A
TT05	TfNSW will continue to work with Western Sydney Parklands Trust to support the delivery of a shared user path within Western Sydney Parklands to connect from Range Road to the existing M7 Motorway shared user path. If it is determined during consultation that the shared user path connection through the Western Sydney Parklands will not be delivered, TfNSW will provide an alternative alignment for the shared user path in this section via either Elizabeth Drive, or alongside the M12 Motorway from Range Road to the M7 Motorway shared user path network.	N/A	N/A
TT06	A road dilapidation report will be prepared before impacts on local roads in consultation with relevant councils and other relevant stakeholders. The report will document the existing conditions of local roads and outline measures to repair damage to roads from heavy vehicle movements associated with the project.	The Proposed Change will not impact upon compliance of this condition.	Yes
TT07	Existing property access would be maintained at all times. Any changes to access arrangements or alternative access that are necessary during construction will be done with consultation with the landowner. Any changes to access will provide the same equivalent pre-existing level of access unless agreed to by the land owner. Property access that is physically affected by the project will be reinstated to at least an equivalent standard, in consultation with the landowner.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CTTMP.	Yes
TT08	A signage strategy will be prepared as part of the CTTMP to provide for appropriate signage for businesses where existing signage is obscured/no longer visible or where customers are required to use alternative access to reach the businesses during construction.	N/A	N/A
TT09	Traffic signals will be coordinated to minimise congestion and manage traffic flows.	N/A	N/A

TT10	Investigate and develop an appropriate traffic solution to manage the expected traffic delays during construction in the vicinity of Devonshire Road. The options considered and the preferred solution will be documented in a memo and then implemented through the CTTMP for the project.	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
LVIA01	<p>An Urban Design and Landscape Plan (UDLP) will be prepared to minimise landscape character and visual impacts, and detail and guide the implementation of landscape features to be installed as part of the project, including re-vegetation requirements.</p> <p>This will include requirements for the provision of vegetative screening to soften the appearance of structural elements of the project such as noise walls barriers and provide screening of sensitive views. The UDLP will also consider the requirements of the heritage interpretation framework that will be prepared for the project (NAH02).</p> <p>The UDLP will be prepared in accordance with applicable guidelines, be consistent with the concept project identity in the EIS and relevant urban design objectives and principles for the project including consideration of implementation of Crime Prevention Through Environmental Design (CPTED) principles, and in consultation with relevant councils.</p>	N/A	N/A
LVIA02	A detailed Landscape Plan will be prepared for the project and implemented throughout construction. The plan will guide the implementation of measures to minimise landscape character and visual impacts, including revegetation requirements.	N/A	N/A
LVIA03	Existing vegetation within the construction footprint will be retained and protected where possible. This includes densely vegetated areas such as remnant riparian forests and Cumberland Woodlands in Western Sydney Parkland.	The Proposed Change will not impact upon compliance with this condition.	Yes
LVIA04	Site levels and grades for the project will integrate with the surrounding terrain to help the visual assimilation of the project into the surrounding landscape where practicable. Engineered slopes will have gradients no steeper than 3H:1V where possible to maximise the establishment of vegetation on these batters and allow for appropriate maintenance.	N/A	N/A
LVIA05	Project elements such as ancillary facility hoardings will be designed and maintained to minimise impacts on landscape character and visual amenity. This will include selecting colours and materials that are visually recessive and blend	The Proposed Change will not impact upon compliance with this condition. Should the area subject to the Proposed	Yes

		Change require a construction ancillary facility, this condition will be implemented.	
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No.	Revised Environmental Management Measure	Discussion	Consistent
	into the surrounding landscape where practicable, and the prompt removal of graffiti.		
LVIA06	Where noise mitigation such as noise barriers are required, they will be designed with the aim of minimising visual impacts.	N/A	N/A
LVIA07	<p>Temporary and permanent lighting will be designed and implemented with consideration of:</p> <ul style="list-style-type: none"> • The need to orientate lighting to minimise light spill and glare impacts on nearby receivers • The need to minimise vandalism and maintenance requirements • Requirements of the National Airports Safeguarding Framework (NASF) (National Airports Safeguarding Advisory Group, n.d.) for operational lighting • Opportunities to implement sustainability initiatives in design such as energy efficient or solar lighting. 	N/A	N/A
LVIA08	TfNSW will investigate opportunities to undertake early tree planting in consultation with landowners to soften impact of structural elements and screen sensitive views.	N/A	N/A
LVIA09	The findings and recommendation of the Aboriginal cultural heritage design process managed by Balarinji will be incorporated into the urban design and implemented as part of the project, including interpretive initiatives.	N/A	N/A
LVIA10	Shared user paths to be delivered as part of the project will not preclude connections to future open space corridors and land use as identified in the Western Sydney Land Use and Infrastructure Implementation Plan (LUIIP) (DPE 2018). Where further design of adjacent open space corridors is undertaken, shared user paths will be provided to connect at an appropriate location. Shared user paths will be designed to be located away from road-side edges to provide an immersive landscape experience for pedestrians and cyclists, where possible.	N/A	N/A
LVIA11	Establish an Urban Design Review Panel to provide advice and input into the development of the UDLP.	N/A	N/A

LVIA12	Highly visible elements of the project including potential noise barriers, retaining walls, bridge structures and urban design material selection will be designed to	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	satisfy functional requirements and adopt the design principles detailed in the M12 Motorway EIS Landscape Character, Visual Impact Assessment and Urban Design Report. The proposed designs will be documented in the relevant UDLP for the project.		
LVIA13	Consider a standard design for retaining walls and major structures across the project, to present a coordinated 'suite of elements'.	N/A	N/A
LVIA14	The project must consider CPTED principles during detailed design to minimise safety risks to all users. The project must carry out periodic CPTED reviews by a qualified professional and implement any additional recommendations where reasonable and feasible.	N/A	N/A
LVIA15	<p>A tree management strategy will be prepared for the project, outlining:</p> <ul style="list-style-type: none"> • Measures to minimise tree removal to retain and protect as many trees within the construction footprint as reasonable and feasible • Measures to avoid damage to trees that are to be retained within the construction footprint to ensure the maintenance of health and stability of the trees in accordance with AS4970- 2009 Protection of trees on development sites • Requirements for the pruning of trees to be carried out by a suitably qualified person in accordance with AS 4373-2007 Pruning of amenity trees • Consideration of maintenance requirements and safety standards • Requirements for the replacement trees where removal cannot be avoided including: <ul style="list-style-type: none"> – Net increase in the number of trees (not identified as within an EEC) – Where it is not practicable to plant trees in the operational footprint an alternative location will be identified in consultation with relevant councils and in consideration of future development in the local area • Minimum pot size in accordance with part 3.2.1 (Rural road reserves) in the TfNSW Landscape Guideline (2018) subject to long-term viability of the plant. 	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
LVIA16	Revegetation for the project will consider the land use requirements of the National Airports Safeguarding Framework (NASF) (National Airports Safeguarding Advisory Group, n.d.) to minimise the risk of wildlife strikes at the Western Sydney Airport.	N/A	N/A
LVIA17	Carry out appropriate soil analysis and identify soil preparation requirements for landscaping treatments to inform the Urban Design and Landscaping Plan and vegetation management in accordance with TfNSW Batter Surface Stabilisation Guideline (Roads and Maritime 2015).	N/A	N/A
LVIA18	Species selected for landscaping will consider species that are resilient to future modelled climatic conditions and are suitable for establishment on road embankments.	N/A	N/A
SLP01	Areas of land leased for the purposes of construction will be reinstated at the end of the lease to at least equivalent standard in consultation with the landowner.	The Proposed Change will not impact upon compliance with this condition.	Yes
SLP02	All partial and full acquisitions and associated property adjustments will be carried out in accordance with the requirements of the Land Acquisition (Just Terms Compensation) Act 1991 and the Land acquisition reform 2016 in consultation with landowners.	N/A	N/A
SLP03	A Personal Manager - Acquisition (PMA) will be appointed to assist landowners and residents who may be affected by acquisition requirements for the project. The PMA will provide ongoing support for relocated persons, including dispute resolution and counselling, and provision of contact information for relevant services.	N/A	N/A
SLP04	Property adjustments, including replacement of farm infrastructure (such as fencing) and relocation of property access, prior to work that impact the property will be carried out in consultation with property owners/ business managers.	The Proposed Change will not impact upon compliance with this condition.	Yes
SLP05	The project will be designed with the aim of minimising impacts on existing utilities and services, in consultation with utility owners and/or providers of services where feasible and reasonable.	The Proposed Change will not impact upon compliance with this condition.	Yes

SLP06	Utility owners and/or providers of services will be identified and consulted with before works start, to determine the requirements for access to, protection of, or	The Proposed Change will not impact upon compliance with this condition.	Yes
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No.	Revised Environmental Management Measure	Discussion	Consistent
	relocation of services. Disruption to existing services will be minimised where feasible and local residents and businesses will be notified before any planned disruption.		
SLP07	Construction activities will be planned to minimise disruption to existing agricultural operations/activities in surrounding properties where feasible and reasonable (eg stock access, access to farm dams, etc) unless otherwise agreed by the landowner.	The Proposed Change will not impact upon compliance with this condition.	Yes
SLP08	Adjustments to facilities in Western Sydney Parklands (eg walking and cycling trails and Sydney International Shooting Centre access) will be carried out in consultation with the Western Sydney Parklands Trust.	N/A	N/A
SLP09	TfNSW will continue to work with Western Sydney Parklands Trust to support their delivery of a replacement for the Wylde Mountain Bike Trail by Western Sydney Parklands Trust.	N/A	N/A
SLP10	<p>Ongoing consultation regarding management of potential impacts will be carried out in accordance with the Community Communication Strategy with the following community facilities:</p> <ul style="list-style-type: none"> • Kemps Creek Sporting and Bowling Club • Kemps Creek Cougars Baseball Club • Science of the Soul Study Centre • Muhammadi Welfare Association of Australia • Schools such as Kemps Creek Public School and Christadelphian Heritage College, and Irfran College • Western Sydney Parklands • Sydney International Shooting Centre. 	The Proposed Change will not impact upon compliance with this condition.	Yes
SLP11	Construction fatigue will be managed in accordance with the Community Communication Strategy.	N/A	N/A

SLP12	On-going consultation will be carried out with local business owners that may be impacted during construction (including owners of agricultural businesses) in accordance with the Community Communication Strategy for the project.	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
SPL13	A business impact risk register will be established and maintained for the duration of construction to identify and manage specific impacts on individual businesses.	N/A	N/A
SPL14	Employment opportunities for the project will align with the commitments outlined in the Western Sydney City Deal (2018), including targets for Indigenous, social and local employment and procurement.	N/A	N/A
SLP15	Sydney Water will be responsible for arranging temporary construction access with property owners for the Sydney Water Utility Crossings sites as per Section 38 of the <i>Sydney Water Act 1994</i> . Any Sydney Water property access must be approved by the Construction Contractors prior to commencing any Works associated with the Proposed Change.	N/A	N/A
SLP16	The M12 Construction Contractors must reinstate the impacted properties to above ground pre-existing conditions and access must be returned to the property owners following the construction of the Sydney Water Utility Crossings.	N/A	N/A

AH01	<p>A construction cultural heritage management plan (CCHMP) will be developed for the project in consultation with the project RAPs and EESG. The CCHMP will include:</p> <ul style="list-style-type: none"> • An unexpected finds procedure for the discovery of Aboriginal ancestral remains, Aboriginal objects or new Aboriginal sites consistent with TfNSW Standard Management Procedure Unexpected Heritage Items (Roads and Maritime, 2015). This procedure will also outline requirements to manage unexpected human remains finds in accordance with NSW statutory requirements, and relevant guidelines and standards prepared by EESG. The Procedure will outline the process for consulting with the RAPs in the event that previously unidentified Aboriginal heritage is discovered. • Procedures for the management and curation of salvaged Aboriginal objects • Detailed locations and installation procedures for fencing and protective coverings • Details of permissible activities inside protected Aboriginal areas • Details of permissible activities inside protected Aboriginal areas • Procedures for consideration of heritage aspects within site inductions and toolbox talks for construction workers and supervisors. 	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
AH02	<p>A detailed Aboriginal Cultural Salvage Strategy will be prepared for the project in consultation with project RAPs and EESG to guide the salvage excavation process for Aboriginal sites that will be salvaged. The strategy will address specific questions about each site and will be based on the salvage excavation methodology outlined in the ACHAR and prepared in consultation with EESG and project RAPs.</p> <p>All salvage collections and excavations will be carried out by a suitably qualified and experienced archaeologist. The method and extent of excavation required, and management of artefacts finds will be determined in consultation with project RAPs and EESG.</p> <p>Following completion of all salvage works associated with Aboriginal heritage sites, an Aboriginal Cultural Heritage Report will be prepared in accordance with relevant guidelines and in consultation with project RAPs and EESG. The Aboriginal Cultural Heritage Report will document all results of the salvage activities including analysis of artefacts from collections and excavations and management of all artefact finds.</p>	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CCHMP.	Yes
AH03	<p>Impacts on identified Aboriginal sites will be minimised where feasible in consultation with a suitably qualified and experienced archaeologist. Measures considered will include (but not be limited to):</p> <ul style="list-style-type: none"> • Designing and locating bridges (including bridge pylons), haulage routes and other access roads to minimise potential disturbance of soils where feasible • Focusing protection measures on the zone within 100 metres of creeks including consideration of opportunities to cover the original cultural deposits in temporary protective barriers such as geotextile fabric and a layer of clean fill. 	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CCHMP.	Yes
AH04	An investigation will be carried out during detailed design to minimise impacts on the CHRP site where feasible.	N/A	N/A

AH05	<p>Investigations will be carried out during detailed design to determine the feasibility of retaining cultural deposits between the pylons of bridges or elevated structures at the following sites:</p> <ul style="list-style-type: none"> • BCW • BCE 	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> • SCW T1 • SCW T2 • SCE. <p>This will include covering the original cultural deposits beneath temporary protective barriers where feasible, such as geotextile fabric and a layer of clean fill material.</p>		
AH06	<p>Salvage collection of surface artefacts will be carried out at the following sites:</p> <ul style="list-style-type: none"> • BCE • SCW T2 • KCW • PCP8 • CHRP • RR • M12A1 • Isolated artefact 4 • TNR-AFT-14. 	N/A	N/A

AH07	<p>Salvage excavation will be carried out at the following sites:</p> <ul style="list-style-type: none"> • CCW • BWB • BCW • SCW T1 • SCW T2 • SCE • KCW • CHRP. <p>The methodology and extent of excavations required for the above sites will be in accordance with site specific requirements outlined in the ACHAR prepared for the project.</p>	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
AH08	Exclusion zones will be set up in the form of an appropriate barrier / fencing along the portion of AHIMS site 45-5-2721 (PAD-OS-7) that extends into the refined construction footprint, with visible signage notifying construction personnel to avoid ground impacts.	N/A	N/A
AH09	Archaeological test excavation will be carried out at PAD-OS-7 in the instance that construction restrictions result in impacts to that site. Test excavations would be conducted in accordance with Requirement 16a of the Code of Practice (DECCW 2010), Stage 2 PACHCI (Roads and Maritime 2011) and in consultation with RAPs.	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
NAH01	<p>A construction cultural heritage management plan (CCHMP) will be prepared for the project as part of the CEMP in consultation with DPC (Heritage). The CCHMP will include as a minimum:</p> <ul style="list-style-type: none"> • A list, plan and maps with GIS layers showing the location of identified heritage items both within, and near, the construction footprint • A significance assessment and statement of significance for each item • Protocols and procedures including inductions and toolbox talks for all contractors and subcontractors working in the area to be informed of all exclusion zones, the elements and their significance, to prevent accidental damage or encroachment • Protocols and procedures to be implemented during construction to avoid or minimise impacts on items of heritage significance including protective fencing • The TfNSW Unexpected Heritage Items Procedure (Roads and Maritime, 2015) which would be followed in the event that unexpected heritage finds are uncovered during construction. 	N/A	N/A
NAH02	<p>A suitably qualified heritage specialist will be engaged to prepare a heritage interpretation framework to guide development of the detailed urban design for the project. This framework will be prepared in accordance with the Interpreting Heritage Places and Items Guidelines (NSW Heritage Office, 2005) and will include:</p> <ul style="list-style-type: none"> • Integration of heritage themes and values to be incorporated • Collaboration with other design elements and themes for the project, including those associated with Western Sydney Airport and Sydney Metro – Western Sydney Airport, to develop an integrative design approach with surrounding development • Opportunities for design responses for Aboriginal and non-Aboriginal heritage. 	N/A	N/A
NAH03	<p>Impacts on Non-Aboriginal heritage items will be avoided or minimised where reasonable and feasible. Where impacts are unavoidable, works will be carried out in accordance with the measures for individual Non-Aboriginal heritage items outlined in measures NAH04 to NAH11.</p>	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CCHMP.	Yes

No.	Revised Environmental Management Measure	Discussion	Consistent
NAH04	<p>A suitably qualified heritage consultant will be engaged to prepare an archival photographic recording of the site in accordance with the Heritage Information Series How to prepare archival records of heritage items (NSW Heritage Office, 1998). This will include both buildings and landscape features such as dams, and earthworks. The recording will include a detailed map showing the location of the features.</p> <p>Options will be investigated to provide funding support to the property's current owner to prepare a thematic heritage study of CSIRO and other agricultural research stations, including both McGarvie Smith Farm and McMaster Field Station, and other relevant agricultural research stations and similar facilities located in NSW. The thematic study will include a review of the role of such properties in veterinary research, association with agricultural, pastoral and animal husbandry groups, use of pioneering methods and practices and contribution to the development of farming in Australia. In the event that landowners do not prepare this study, TfNSW will engage a heritage specialist to do so.</p>	N/A	N/A
NAH05	<p>All extant elements of the radio telescopes and associated infrastructure, including rubbish mounds situated outside the construction footprint will be left intact.</p> <p>Ground penetrating radar, or other remote sensing survey techniques, will be carried out under the supervision of a suitably qualified and experienced archaeologist before any ground disturbance within the heritage curtilage of the Fleurs Radio Telescope Site contained within the construction footprint to identify any sub-surface cables:</p> <ul style="list-style-type: none"> If additional sub-surface FST components are unexpectedly identified during ground penetrating radar survey which have not been discussed as part of the consistency assessment, then additional assessment and management would be required. This would include, but may not be limited to, archival survey and recording. <p>Measures will be included in the CHMP to describe how the heritage values of the site will be conserved and managed during construction</p> <p>TfNSW will engage a suitably qualified heritage consultant to prepare an archival photographic recording of the impacted areas of the property, in accordance with</p>	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
	<p>Heritage NSW guidelines (Heritage Council of NSW, 2006). The archival recording report will include but not be limited to:</p> <ul style="list-style-type: none"> • Detailed survey drawings and photographic archival recording of remaining above-ground elements of the Fleurs Radio-telescope site. This survey will detail the exact location and orientation of remnant fabric within the landscape, including fabric associated with the former location of FST antenna X3 and antenna X4, the concrete pad between antennas X3 and X4, and the former vehicle access track. Survey drawings will be included in the archival recording report • Outcomes of the remote sensing survey undertaken by GHD in 2021 to provide a comprehensive record of the site (or as comprehensive as possible prior to excavation) • Details of sample cables collected including original exact location by description, co-ordinates and mapping. <p>Prior to construction TfNSW will consult with relevant interested organisations (such as CSIRO, Universities, amateur telescopic organisations, local heritage bodies and other special interest groups) to determine if there is interest in retaining sub-surface cabling (including details on the type and length cabling to be retained) or other structures identified during archival recording, remote sensing or any unexpected additional cables found during construction.</p> <p>The M12 West and M12 Central Contractor will (with advice from TfNSW Overarching Archival Recording Contractor) be responsible for the following:</p> <ul style="list-style-type: none"> • Retrieval of a sample of each type of cable / compressed air hose along the cable alignment between antennas X3 and X4 with supervision by a heritage specialist. This will include retrieval of 1-2m (or a length directed by TfNSW following consultation with stakeholders) of each type of cable / compressed air hose including the relevant attachment. The selection of the types and length of cables / hose to be collected will include consideration of the following: 		

No.	Revised Environmental Management Measure	Discussion	Consistent
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	<ul style="list-style-type: none"> - Physical review of the cables / hose types visible at South Creek 3 Antenna Complex, South Creek 4 Complex, and South Creek 5 Antenna Complex - Any additional information identified through remote sensing survey of the cable alignment - Discussion with archival recording or other relevant heritage specialists where required - Outcomes from the consultation undertaken by TfNSW with interested parties - Cable samples will be collected, with consideration given to potentially contaminated materials, such as asbestos and PCBs. Appropriate WHS measures will be implemented in accordance with the Contractor's WHS Plan - Cable samples will be tagged, including exact location by description and relevant coordinates of the cabling prior to its extraction - Safe storage of cable samples until collection by interested parties. If samples are unclaimed by interested parties within three months, they will be appropriately disposed of at a licensed landfill by the contractor <ul style="list-style-type: none"> • Where cabling is not impacted by construction works, it can remain in-situ, otherwise the contractor is responsible for appropriate disposal. <p>Concrete plinths:</p> <ul style="list-style-type: none"> • Prior to construction, the contractor must establish an exclusion zone around the concrete plinths at South Creek 3 Antenna Complex (Central) and South Creek 5 Antenna Complex (West) to protect against inadvertent impacts during construction. • If leaving the plinths in situ during construction is not practicable, they will be removed and stored temporarily with survey information providing details of their position relative to each other and orientation. The 		
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<p>Contractor will then investigate opportunities for re-establishing the concrete plinths on site close to their original location and/or as part of the interpretative display for the Radio Telescope site. If re-established, the survey information collected prior to their removal must be used to ensure that the plinths are located in the same orientation and arrangement.</p> <ul style="list-style-type: none"> • Prior to removal of the concrete plinths, the contractor is to identify whether any of the plinths are used as state survey marks. The contractor must comply with the preservation of survey infrastructure requirements in TfNSW specification G71. It is noted TS7279 is located on one of the plinths at X3. <p>Measures for M12 Central only:</p> <ul style="list-style-type: none"> • Prior to construction the contractor must establish an exclusion zone around the former location of antenna X3 at South Creek 3 Antenna Complex to protect against inadvertent impacts during construction. • Prior to construction the contractor must establish an exclusion zone around the metal shed at South Creek 3 Antenna Complex to protect against inadvertent impacts during construction. <p>The heritage interpretation framework for the project (NAH02) will include interpretation measures that will improve community awareness of the history of the Fleurs Radio Telescope as well as determine suitable locations for the presentation of information that are publicly accessible.</p>		

NAH06	<ul style="list-style-type: none"> • Relevant conservation policies outlined in the Upper Canal CMP (NSW Public Works Government Architect's Office, 2016) will be considered during detailed design and incorporated into CCHMP to ensure heritage fabric is not impacted by the project. • The CCHMP will be consistent with and require implementation of relevant measures outlined in the Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines (WaterNSW 2020) which sets out guidelines for designing, planning or assessing development on land adjacent to the canal at this location. Additional structures identified in the construction footprint will be investigated and measures implemented to avoid or minimise impacts. 	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> • Guidelines and associated safe working distances to be adhered to for heritage structures as outlined in Appendix K of the EIS • A safe working distance exclusion zone will be established around the exposed tunnel air shaft in the M7 Motorway median in accordance with the process outlined in noise and vibration management measures NV09 - NV10 • Transport for NSW will provide an updated report to WaterNSW on project design changes as they relate to the WaterNSW Upper Canal corridor during detailed design. 		
NAH07	<ul style="list-style-type: none"> • A suitably qualified heritage consultant will be engaged to prepare an archival photographic recording of the impacted area, in accordance with DPC (Heritage) guidelines (Heritage Council of NSW 2006). This will include both buildings and landscape features such as dams, and earthworks. The recording will include a detailed map showing the location of the features. • Options will be investigated to provide funding support to property's current owner to prepare a thematic heritage study of CSIRO and other agricultural research stations, including both McMaster Field Station and McGarvie Smith Farm, and other relevant agricultural research stations and similar facilities located in NSW. The thematic study will include a review of the role of such properties in veterinary research, association with agricultural, pastoral and animal husbandry groups, use of pioneering methods and practices and contribution to development of farming in NSW and Australia. In the event that landowners do not prepare this study, TfNSW will engage a heritage specialist to do so. • A potential use zone will be established around the McMaster Farm group of buildings, including a suitable buffer zone, and no construction activities will take place within this zone. This zone will be incorporated into the construction heritage management plan (CHMP). The potential use zone will include safe working distances to be adhered to for heritage structures as outlined in Appendix K of the EIS. Before occupying or utilising the buildings, a dilapidation survey will be carried out and a heritage architect will be engaged to advise on proposed modifications and management measures to avoid and minimise impact on the buildings. 	N/A	N/A

NAH08	<ul style="list-style-type: none"> • A suitably qualified heritage consultant will be engaged to prepare an archival photographic recording of the impacted area before its disturbance and/or removal, 	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<p>in accordance with DPC (Heritage) guidelines (Heritage Council of NSW 2006). The recording will include a detailed map showing the location of the features.</p> <ul style="list-style-type: none"> • An interpretive framework developed for the project will include consideration of elements to enable the continued interpretation and understanding of the airstrip at Fleurs Aerodrome as a linear and continuous element. This will be carried out in consultation with Department of Defence and consider opportunities for involvement of veterans groups. • Relevant guidelines and associated safe working distances will be adhered to for remaining heritage structures as outlined in the Appendix K of the EIS 		
NAH09	<ul style="list-style-type: none"> • A suitably qualified archaeologist will be present during the excavation of the area occupied by the Cecil Park Archaeological site to confirm that the significance of artefacts and remains are in line with the findings of the test excavations already completed. If remains with the potential to be considered 'relics' (as defined in the Heritage Act 1977) are found, then works will stop and the unexpected finds procedure (RMS, 2015) will be followed. 	N/A	N/A
NAH10	<ul style="list-style-type: none"> • Management measures identified in the project UDLP (LVIA01) will be implemented during detailed design to minimise impacts on landscape and vistas • Flooding management measures (F01 to F08) and surface water quality and hydrology management measures (SWH01 to SWH14) will be implemented to reduce broader impacts on the surrounding scenic landscape. 	N/A	N/A
NAH11	<p>Where post and rail fencing of heritage significance is identified within the construction footprint, Transport for NSW will seek to avoid directly impacting such features. Where avoidance is not practicable, Transport for NSW will seek to minimise and mitigate impact in consultation with a suitably qualified heritage specialist.</p>	N/A	N/A

NV01	<p>A construction noise and vibration management plan (CNVMP) will be prepared for the project to mitigate and manage noise and vibration impacts during construction. The CNVMP will be implemented for the duration of construction of the project and will:</p> <ul style="list-style-type: none"> • Identify nearby sensitive receivers 	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> • Include a description of the construction activities equipment and working hours • Identify relevant noise and vibration performance criteria for the project and license and approval conditions. • Include modelling results showing construction noise impacts based on detailed design information • Outline standard and additional mitigation measures from the Construction Noise and Vibration Guideline (CNVG) (Roads and Maritime 2016) and information about when each will be applied • Outline requirements for the development and implementation of an Out-of-hours Work Protocol • Outline requirements for noise and vibration monitoring that will be carried out to monitor project performance associated with the noise and vibration criteria • Describe community consultation and complaints handling procedures in accordance with the Community Communication Strategy to be developed for the project • Outline measures to manage noise impacts associated with heavy vehicle movements both on and offsite • Outline measures to minimise cumulative construction impacts and the likelihood for 'construction fatigue' from concurrent and consecutive projects in the area • Outline requirements to minimise and manage construction fatigue, in consultation with the community. 		
NV02	Measures to minimise and manage construction fatigue are to be investigated through the planning of construction staging.	N/A	N/A

NV03	<p>Detailed noise assessments will be carried out for ancillary facilities with the potential to involve high noise generating activities (including batching plant operations). The assessments will consider the proposed site layouts and noise generating activities that will occur at the facilities and assess predicted noise levels against the relevant noise management criteria.</p> <p>The assessments will also consider the requirement for appropriate noise mitigation within ancillary facilities and adjacent to construction works, depending on the</p>	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	predicted noise levels. Any mitigation measures required will be implemented before the start of activities that generate noise and vibration impacts.		
NV04	<p>Monitoring will be carried out at the start of high noise and vibration activities to confirm that actual noise and vibration levels are consistent with the noise and vibration impact predictions. Where mitigation measures were included, measurements will be carried out to confirm the effectiveness.</p> <p>Where the monitoring identifies higher levels of noise and vibration compared to predicted levels, or where mitigation is shown to be ineffective against measured noise and vibration levels, additional mitigation measures will be identified and implemented to appropriately manage impacts where feasible and reasonable.</p>	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CNVMP.	Yes
NV05	Where reasonable and feasible, receivers identified as requiring at-property treatment for operational noise mitigation will be identified and offered treatment before construction activities begin that are likely to impact them.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CNVMP.	Yes
NV06	Activities that generate vibration will be managed to avoid impacts on structures and sensitive receivers. This includes implementing appropriate safe working distances where practicable.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CNVMP.	Yes
NV07	The use of alternatives to vibration generating equipment will be considered where vibration impacts are predicted.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CNVMP.	Yes
NV08	<p>Where works are within the minimum working distances and considered likely to exceed the cosmetic damage objectives (as shown in Figure 7-3 of Appendix G of the amendment report), construction works will not proceed unless:</p> <ul style="list-style-type: none"> • A different construction method with lower source vibration levels is used, where feasible • Attended vibration measurements are carried out at the start of the works to determine the risk of exceeding the vibration objectives. 	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CNVMP.	Yes

No.	Revised Environmental Management Measure	Discussion	Consistent
NV09	Building Condition Surveys will be offered in writing to property owners before construction where there is a potential for construction activities to cause structural or cosmetic damage. A comprehensive report will be prepared by a suitably qualified professional before the relevant works begin and will comprise a written and photographic condition.	N/A	N/A
NV10	Surveys will be carried out to confirm the existing condition of the WaterNSW Upper Canal System and Jemena high pressure gas pipelines to determine appropriate vibration criteria. This will also include consideration of distances from the vibration intensive activity (piling, rock-breaking and vibratory rolling), as well as ground conditions. A vibration criterion of a peak particle velocity (PPV) will be determined in consultation with the relevant utility/service providers, including WaterNSW. In-situ monitoring will be carried out to confirm the vibration levels and assess the impact of vibration. Where the monitoring identifies exceedances in the relevant criteria, or where impacts are identified, additional mitigation measures will be identified and implemented to appropriately manage impacts.	N/A	N/A
NV11	<p>The following structures have the potential to be within the safe working distances for sensitive structures (Group 3 from DIN 4150):</p> <ul style="list-style-type: none"> • Item 1: McGarvie Smith Farm • Item 2: Fleurs Radio Telescope Site • Item 4: Upper Canal System • Item 6: McMaster Field Station • Item 7: Fleurs Aerodrome. <p>A detailed survey will be completed to determine the potential for vibration impacts and to define appropriate criteria for each heritage item. Vibration monitoring will be carried out when vibration intensive tasks are occurring within the minimum working distances to heritage structures. Where the monitoring identifies exceedances in the relevant criteria, or where impacts are identified, additional mitigation measures will be identified and implemented to appropriately manage impacts.</p>	N/A	N/A

NV12	Construction vehicle movements (both on and offsite) will be managed to minimise noise impacts. Where feasible, this will include (but not be limited to):	The Proposed Change will not impact upon compliance with this condition and	Yes
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> • Establishment and use of internal haul routes, or existing major roads where this is not feasible • Restriction of heavy vehicle movements to standard construction hours • Locating traffic marshalling areas away from residences to minimise noise impacts from idling vehicles • Instructing workers on the operation of heavy vehicles entering and exiting the site to minimise noise. 	will be managed in accordance with the CNVMP.	
NV13	The likelihood of cumulative construction noise impacts will be considered during detailed design when detailed construction schedules of other projects are available. Construction works will be scheduled with the aim of minimising concurrent works near sensitive receivers where possible in consultation with managers of other nearby projects that are likely to result in a cumulative impact. This will include the coordination of respite between the various construction projects where receivers are likely to experience concurrent construction impacts where feasible. Coordination between project teams would be carried out throughout construction.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CNVMP.	Yes
NV14	<p>Operational noise and vibration mitigation measures will be identified in an Operational Noise and Vibration Review (ONVR).</p> <p>Requirements for mitigation measures, including quieter noise pavements, noise barriers, and at-property treatments, will be reviewed as part of the ONVR and as the detailed design progresses.</p> <p>The implementation of treatments will be carried out in accordance with TfNSW Noise Mitigation Guidelines (2015). Owners of residences identified as eligible for noise treatment triggered by the project will be contacted by TfNSW and/or TfNSW's contractor</p>	N/A	N/A

NV15	Within 12 months of start of operation of the project, actual operational noise performance will be compared to predicted operational noise performance. The need for additional mitigation or management measures to address identified operational performance issues and meet relevant operational noise criteria will be assessed and implemented where feasible and reasonable.	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
F01	Further flood investigations and hydrological and hydraulic modelling will be carried out during detailed design to ensure the flood immunity objectives and design criteria for the project are met. The modelling will be used to define the nature of both main stream flooding and major overland flow along the full length of the project corridor under pre- and post- project conditions and to define the full extent of any impact that the project will have on patterns of both main stream flooding and major overland flow. The hydraulic model(s) will be based on two-dimensional hydraulic modelling software. The modelling will take into account any updated regional flood modelling and information available at the time	N/A	N/A
F02	Should the updated flood modelling show the project will result in an adverse flooding impact, TfNSW will consult with landowners regarding appropriate mitigation measures to be implemented by the contractor in relation to each individual property.	N/A	N/A
F03	<p>A flood management plan will be prepared as part of the CEMP for the project and will detail the processes for flood preparedness, materials management, weather monitoring, site management and flood incident management. The flood management plan will be developed in accordance with:</p> <ul style="list-style-type: none"> • Managing Urban Stormwater, Soils and Construction, Volume 1 4th Edition, March 2004 (Landcom 2004) and Managing Urban Stormwater, Volume 2D – Main Road Construction (DECC 2008) • TfNSW Erosion and Sedimentation Management Procedure (Roads and Traffic Authority 2009) • TfNSW Technical Guideline: Temporary Stormwater Drainage for Road Construction (Roads and Maritime 2011) • TfNSW Stockpile Management Guideline (Roads and Maritime 2011). 	N/A	N/A
F04	Creek adjustments would be re-considered and/or further refined to minimise the impact on the creeks during detailed design.	N/A	N/A
F05	Detailed construction staging plans will be developed during detailed design so that bridges and culverts are constructed in a way that minimises flood risk.	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
F06	Measures to address potential impacts of culvert blockage on afflux will be further investigated during detailed design and may include the installation of debris deflectors, trash racks or similar on drainage inlets where reasonable and feasible.	N/A	N/A
F07	During the detailed design phase, TfNSW will seek to refine the design of the works at Elizabeth Drive near Badgerys Creek to minimise flood affectation. Mitigation measures may include adjustment of road levels and/or flood relief culverts through the road.	N/A	N/A
F08	Activities that may affect existing drainage systems during construction will be carried out so that existing hydraulic capacity of these systems is maintained where practicable.	N/A	N/A
F09	The proposed bridges, culverts and changes to watercourses will be further refined during the detailed design to minimise potential flooding impacts	N/A	N/A
F10	Ongoing consultation will be carried out with WSIA and as further details of their flood management and earthworks are developed, these will be incorporated into an updated M12 Motorway flood model for the detailed design phase of the project.	N/A	N/A

SWH01	<p>A construction soil and water management plan (CSWMP) will be prepared for the project. The plan will outline measures to manage soil and water impacts associated with the construction works, including contaminated land. The CSWMP will provide:</p> <ul style="list-style-type: none"> • Measures to minimise/manage erosion and sediment transport both within the construction footprint and offsite including requirements for the preparation of erosion and sediment control plans (ESCP) for all progressive stages of construction • Measures to manage waste including the classification and handling of spoil • Procedures to manage unexpected contaminated finds including asbestos which would be outlined in the contaminated land management plan and asbestos management plan to be prepared for the project • Measures to manage stockpiles including locations, separation of waste types, sediment controls and stabilisation 	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> • Measures to manage groundwater de-watering and impacts including mitigation required • Processes for de-watering of water that has accumulated on site and from sediment basins, including relevant discharge criteria • Measures to manage potential tannin leachate • Measures to manage accidental spills including the requirement to maintain materials such as spill kits • Measures to manage potential saline soils • Details of surface water and groundwater quality monitoring to be carried out before, throughout, and following construction • Controls for sensitive receiving environments including SEPP Coastal Wetlands which may include but not be limited to: <ul style="list-style-type: none"> – Designation of ‘no go’ zones for construction plant and equipment – Creation of catch/diversion drains and sediment fences at the downstream boundary of construction activities where practicable to ensure containment of sediment-laden runoff and diversion toward sediment sump treatment areas (not sediment basins) to prevent flow of runoff to the SEPP Coastal Wetland. • Erosion and sediment control measures will be implemented and maintained at all work sites in accordance with the principles and requirements in Managing Urban Stormwater – Soils and Construction, Volume 1 (Landcom 2004) and Volume 2D (NSW Department of Environment, Climate Change and Water 2008), commonly referred to as the “Blue Book”, as well as relevant TfNSW Guidelines. 		
SWH02	A soil conservation specialist will be engaged by both TfNSW and the Contractor for the duration of construction of the project to provide advice on the planning and implementation of erosion and sediment control including review of ESCPs.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CSWMP.	Yes

SWH03	A water reuse strategy will be developed for both construction and operational phases of the project to reduce reliance on potable water. This strategy will be prepared during the detailed design stage and implemented throughout the project and will outline the construction and operational water requirements and potential	The Proposed Change will not impact upon compliance with this condition.	Yes
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No.	Revised Environmental Management Measure	Discussion	Consistent
	water sources to supply the water demand in consultation with Sydney Water. Alternative water supply options to potable water will be investigated, with the aim of reusing water using recycled water where feasible.		
SWH04	<p>Stockpiles will be managed to minimise the potential for mobilisation and transport of dust and sediment in runoff in accordance with TfNSW Stockpile Sites Management Guideline (Roads and Maritime, 2015). This will include:</p> <ul style="list-style-type: none"> • Minimising the number of stockpiles, area used for stockpiles, and time that they are left exposed • Locating stockpiles away from drainage lines, waterways and areas where they may be susceptible to wind erosion • Stabilising stockpiles, establishing appropriate sediment controls and suppressing dust as required. 	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CSWMP and CAQMP.	Yes
SWH05	<p>A construction water quality monitoring program will be developed and included in the CSWMP for the project to establish baseline conditions, observe any changes in surface water and groundwater during construction, and inform appropriate management responses.</p> <p>The program will be based on the water quality monitoring methodology water quality indicators and the monitoring locations identified in the Surface water and hydrology assessment report (Appendix M of the EIS) and supplementary memo (Appendix I of the amendment report), and Groundwater quality and hydrology assessment report (Appendix N of the EIS) and supplementary memo (Appendix J of the amendment report).</p> <p>Baseline monitoring will be carried out monthly for a minimum of 12 months before the start of construction. As a minimum this will include three wet weather sampling events over six months where feasible.</p> <p>Sampling locations and monitoring methodology to be carried out during construction will be further developed in detailed design in accordance with the Guideline for Construction Water Quality Monitoring (RTA 2003) and the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZG, 2018). It will include collection of samples for analysis from sedimentation basin discharge</p>	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
	points, visual monitoring of other points of release of construction waters and monitoring of downstream waterways.		
SWH06	<p>An operational water quality monitoring program will be developed and implemented following the completion of construction to observe any changes in surface water and groundwater following construction, and inform appropriate management responses.</p> <p>The program will be based on the water quality monitoring methodology, water quality indicators, and the monitoring locations presented in the Surface water and hydrology assessment report (Appendix M of the EIS), and Groundwater quality and hydrology assessment report (Appendix N of the EIS).</p> <p>The monitoring program will be carried out monthly and will preferentially monitor following wet weather events when rainfall results in discharge from control sites or is greater than a nominated rainfall threshold which will be identified in detailed design. Monitoring will be carried out for a minimum of 12 months following the completion of construction, or until the affected waterways are certified by a suitably qualified and experienced independent expert as being rehabilitated to an acceptable condition and/or the permanent water quality structures are deemed to be operating satisfactorily.</p> <p>Should the results of monitoring identify that the water quality management measures are not effective in adequately mitigating water quality impacts, additional mitigation measures will be identified and implemented as required.</p>	N/A	N/A
SWH07	<p>The performance water quality controls developed for the design as set out in the EIS and the amended water quality and hydrology controls outlined in the amendment report (including but not limited to temporary and permanent sediment basins) will be verified as the detailed design develops for the project to ensure the objectives of the project are achieved. In the instance that water quality (MUSIC) modelling carried out during detailed design cannot demonstrate that the water quality controls would be effective in mitigation potential impacts, potential additional mitigation measures would be identified and implemented where possible.</p>	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
SWH08	Further water quality assessment will be undertaken during detailed design to establish site specific discharge criteria for construction sediment basins. Based on this, the number, location and size of the basins will be further refined during the detailed design with consideration to the relevant NSW EPA Environment Protection Licence application requirements and the environmental values of the downstream receiving waterway.	N/A	N/A
SWH09	Practical measures to prevent water pollution and control, abate or mitigate impacts to the environment will be investigated at the detailed design stages of the project with the aim to make improvements to the currently proposed water quality controls. Such measures may include: <ul style="list-style-type: none"> • Larger or high efficiency temporary basins • Alternative dry bioretention operational basins. 	N/A	N/A
SWH10	The use of water sensitive urban design measures will be considered during detailed design to meet water quality objectives.	N/A	N/A
SWH11	A de-watering management plan will be prepared as part of the CSWMP which will outline the de-watering methodology, supervision requirements, staff responsibilities and training, and approvals required before any de-watering activity begins.	N/A – the Proposed Change does not constitute dewatering.	N/A
SWH12	The following measures will be carried out to manage activities within watercourses or on waterfront land: <ul style="list-style-type: none"> • Implementing practices to minimise disturbance of banks • Undertaking bank stabilisation and installing instream structures • Maintaining minimum flows to assist in maintaining the viability of aquatic communities and preventing barriers to fish passage • Constructing instream crossings during low flows and design so that drainage off crossing doesn't contribute sediment load to the stream • All drainage feature crossings (permanent and temporary watercourse crossings and stream diversions), drainage swales and depressions will be designed by a 	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
	suitably qualified and experienced professional and will be designed and constructed in accordance with relevant guidelines.		
SWH13	<p>A set of hydrologic and hydraulic models will be developed, which are to be used to define the nature of both main stream flooding and major overland flow along the full length of the project operational footprint under pre- and post-project conditions. The hydraulic model is to extend a sufficient distance upstream and downstream of the project operational footprint, to negate any boundary effects and to define the full extent of any impact that the project will have on patterns of both main stream flooding and major overland flow. The hydraulic model(s) is to be based on the TUFLOW (or equivalent) two-dimensional (in plan) hydraulic modelling software. The models will be used to verify the nature and extent of impacts and to confirm the type of mitigation measures required, including potential mitigation measures identified throughout the EIS (see Table 5-9 in Appendix M of the EIS) and this amendment report and supplementary memo (see Table 5-6 in Appendix I of the amendment report).</p> <p>The models will also be used during detailed design to describe the interaction between the project and flows particularly with respect to culverts and to assist in refining the design for flows arriving at and travelling through culverts.</p> <p>If further modelling identifies impacts to private properties, TfNSW will consult with landowners regarding appropriate management measures to be implemented.</p>	N/A	N/A
SWH14	Consideration will be given to the design of operational water quality, erosion and sediment controls incorporated into the design of the construction access track being left in place upstream from the SEPP wetland, and within the proximity area of the SEPP Coastal Wetland ID117.	N/A	N/A
GW01	Groundwater monitoring will be carried out as part of the construction water quality monitoring program for the project. The groundwater monitoring will be based on the water quality monitoring methodology, water quality indicators and the monitoring locations shown in Appendix N of the EIS and Table 7-1 in the groundwater supplementary technical memorandum (Appendix J of amendment report).	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
	Baseline groundwater monitoring will be carried out at least monthly for at least six months before construction. Monitoring will also be carried out at least monthly during construction and will continue for at least six months of operation to verify that there are no groundwater impacts, and that management measures are adequate.		
GW02	<p>Potential impacts on groundwater flows will be reconsidered as the detailed design for the project progresses, particularly in relation to the project's vertical alignment and extent of road cuttings. The aim of this will be to ensure that the groundwater controls proposed for the design as set out in this document would remain effective in mitigating groundwater impacts.</p> <p>In the instance that, during detailed design it cannot be demonstrated that the groundwater controls would be effective in mitigating potential impacts, or if observed groundwater inflow rates into the western cut or airport interchange northern and southern cuts are higher than estimated, additional measures will be implemented to minimise potential impacts to groundwater to minimise potential impacts on groundwater flows due to road cuttings or other sub-surface components of the project.</p>	N/A	N/A
GW03	Installation of supplementary groundwater monitoring bores in the area of both airport interchange cuts would be carried out at detailed design stage, to better understand groundwater depths and levels (and groundwater quality) in these areas.	N/A	N/A
GW04	<p>Groundwater will be monitored at the airport interchange northern and southern cuts and the western cut during the construction phase and operational phase as outlined in Table 7-1 in the groundwater supplementary technical memorandum (Appendix J of amendment report). The groundwater indicators to be monitored will be as per Section 7.2.5 of Appendix N of the EIS.</p> <p>Groundwater inflows to the airport interchange northern and southern cuts and the western cut are to be observed by the groundwater monitoring contractor during the construction and operational phases at monthly intervals. As part of observing the airport interchange northern and southern cuts and the western cut groundwater</p>	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
	<p>inflows, the groundwater monitoring contractor is to estimate the groundwater inflow rates and note the areas where groundwater inflow is occurring.</p> <p>During construction, if groundwater inflows are observed from the airport interchange northern and southern cuts and the western cut, the groundwater quality from the cut is to be sampled.</p> <p>Operational phase groundwater quality sampling, including the quality sampling of the airport interchange northern and southern cuts and the western cut inflows, is to occur at a monthly interval for at least 6 months.</p>		
GW05	<p>Monitoring for M12 Motorway – Central package</p> <p>Groundwater quality, levels and inflows will be monitored at Clifton Avenue (Cut 9) during construction and operation as outlined in the M12 Central consistency assessment report (GHD, 2021)</p> <p>The groundwater indicators to be monitored will be as Section 7.2.5 of Appendix N of the EIS. Groundwater inflows are to be monitored at monthly intervals. As part of observing inflows at identified cuts, the groundwater inflow rate is to be estimated and the areas where groundwater inflow is occurring noted.</p> <p>During construction, if groundwater inflow rates are observed from the cuts identified through the detailed design of the M12 Motorway – Central package including Cut 9, the groundwater quality from the cut is to be sampled.</p> <p>Operational phase groundwater quality sampling, including the quality sampling of Cut 9 inflows, is to occur at monthly intervals for at least 6 months.</p>	N/A	N/A

GW06	<p>M12 Motorway – West Package monitoring</p> <p>The Construction Contractor will estimate the potential groundwater inflows that are expected in the first year of construction in order to confirm if evaporation will sufficiently mitigate potentially higher inflows likely to be expected early during construction. The estimate of groundwater inflows is to be undertaken for Cut 2, Cut 4, Cut 5, Cut 6, Cut 7 and Cut 2 AAR.</p> <p>The estimate is to include groundwater inflow from both the walls and base of the cuts and will consider the construction methodology and staging for each cut. In addition, the estimate will utilise the maximum observed groundwater levels (as</p>	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<p>sourced from M12 West groundwater monitoring data). The results of the estimated groundwater inflows will be assessed in order to confirm whether evaporation will be sufficient to mitigate the potentially higher inflows likely to be expected early A proposed additional revised environmental management measure. N/A M12 Motorway – Western Package Division 5.2 Consistency Assessment Report 164 No. Statement of Commitment / mitigation measure Discussion Consistent during construction. If evaporation is determined not to be a sufficient control measure, the Construction Contractor will identify and implement additional mitigation measures. The additional mitigation measures are to be documented in the Construction Contractor's CEMP and Construction Soil and Water Management Plan</p>		
GW07	<p>Prior to construction commencing, the Construction Contractor will use their earthworks methodology to estimate the potential groundwater inflows that are expected in the first year of construction in order to confirm the inflows expected and if the proposed mitigation measures are sufficient to manage higher inflows that are likely during early earthworks activity.</p> <p>The estimate of groundwater inflows is to be undertaken for Cut 9. The estimate is to include groundwater inflow from both the walls and base of the cuts, and will take into account the construction methodology and staging for each cut. In addition, the estimate will utilise the maximum observed groundwater levels (as sourced from M12 Central groundwater monitoring data).</p> <p>The Construction Contractor will assess the results of the estimated groundwater inflows to confirm whether evaporation will be sufficient to mitigate the potentially higher inflows likely to be expected during early earthwork activities. If evaporation is determined not to be a sufficient mitigation measure, the Construction Contractor will identify and implement additional mitigation measures and these will be documented in the Construction Contractor's CEMP and Construction Soil and Water Management Plan.</p>	N/A	N/A
GW08	<p>During construction, the construction contractor will visually monitor groundwater inflows during utility crossing excavations to ensure that inflows can be appropriately managed in accordance with Stage-specific Construction Soil and Water Management Plan.</p>	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
	If groundwater inflows cannot be managed in accordance with the Stage-specific Construction Soil and Water Management Plan, works will stop in the affected Utility Crossing and the construction methodology would be reviewed.		
SC01	<p>Construction within areas of moderate to high risk saline soils will be managed in accordance with the CSWMP. Specific measures will also include (but not be limited to):</p> <ul style="list-style-type: none"> • Ongoing groundwater monitoring of salinity as part of the water quality monitoring program • Identification and management of saline discharge sites • Progressive stabilisation and revegetation of exposed areas following disturbance as soon as is practicable • Testing to confirm the presence of saline soils in areas of high salinity potential prior to disturbance. • Soil salinity management will also be carried out in accordance with the NSW Department of Primary Industries (2014) Salinity Training Handbook. 	N/A	N/A
SC02	Testing will be carried out to confirm the presence of saline soils in areas of high salinity potential and to confirm the presence of ASS around creeks prior to disturbance.	N/A	N/A

SC03	<p>A contaminated land management plan (CLMP) will be prepared for the project. The CLMP will include:</p> <ul style="list-style-type: none"> • Control measures to manage identified areas of contamination, including surface soils in the vicinity of TP303, TP304, TP310 and TP311 containing heavy metal and PAH concentrations • Procedures for unexpected contamination • Measures to manage potential ASS (as required based on testing results) within sediments of the creeks in the construction footprint to minimise impacts to the environment • Requirements for excavation of unexpected contaminants to be carried out in consultation with project Remedial Actions Plans. 	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> Requirements for the disposal of contaminated waste in accordance with the POEO Act and the Protection of the Environment Operations (Waste) Regulation 2014. 		
SC04	<p>An asbestos management plan (AMP) will be prepared as part of the CLMP for the project. The AMP will guide the excavation, handling, storage and disposal of management of asbestos discovered during construction, including procedures for any unexpected asbestos.</p> <p>The AMP will also outline requirements for the encapsulation of asbestos to be carried out in accordance with project Remedial Action Plans.</p>	N/A	N/A

SC05	<p>Detailed site (contamination) investigations will be carried out in accordance with the NSW EPA (1995) Sampling Design Guidelines and other NSW EPA endorsed guidance including the NEPM (2013) guidelines within the following AEI locations to confirm the presence of contamination before the start of construction at these locations:</p> <ul style="list-style-type: none"> • AEI 17: Stockpiles within Hi-quality Quarry Group Head Office • Within AEI 19: the area of miscellaneous construction activities and stockpiles of building materials along Luddenham Road (Lot 1, DP228498) • Within AEI 7: Area of waste and imported fill • Within AEI 21: Area of illegally dumped material along Range Road, Cecil Park • Within AEI 24: Stockpiles within the OzSource property • Within AEI 26: TreeServe (wood processing, stockpiles of woodchips, logs and fire wood) • Within the 'potential areas of existing fill' identified in the Soils and contamination assessment report (Appendix K) for the amended project of the amendment report. <p>Further soil investigations will be required in areas of the refined construction footprint located adjacent to the following two AEIs to confirm the presence of contamination before the start of construction at these locations:</p> <ul style="list-style-type: none"> • Within AEI 6: PGH Bricks and Pavers • Within AEI 9: Sydney Recycling Park/ Wanless Recycling and Former Kari & Ghossayn Pty Ltd (Solid Waste Landfill) 	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> • AEI 10: SUEZ Kemps Creek Resource Recovery Park. <p>Additional soil and groundwater investigations will be required in the areas of additional cut around the airport interchange northern cut and airport interchange southern cut to further assess the potential impacts to the amended project.</p> <p>Depending on results of the investigations, or if remediation is deemed required at any site within the refined construction footprint, a Remedial Action Plan will be prepared before the construction.</p>		
SC06	Further intrusive asbestos investigations throughout the construction footprint will be carried out to assess asbestos risks before the start of construction. The investigations are to include visual assessments and ground truthing along the length of the project.	N/A	N/A
SC07	<p>A hazardous building materials management plan will be prepared in accordance with relevant guidelines to manage the removal of known and unexpected hazardous building during demolition activities.</p> <p>Before demolishing structures and/or buildings, a hazardous building materials audit will also be carried out in accordance with Australian Standard (AS 2601-2001) The demolition of structures. Where hazardous building materials are present, they will be managed to reduce the potential for contamination in accordance with the POEO Act and the Protection of the Environment Operations (Waste) Regulation (2014).</p>	N/A	N/A
SC08	All waste will be classified in accordance with the NSW EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	<p>The Proposed Change will not impact upon the compliance of this condition.</p> <p>This will be managed in accordance with the CWRMP.</p>	Yes
SC09	A section B site audit statement will be prepared for the asbestos encapsulation and for sites where intrusive investigations confirm highly complex contamination issues.	<p>The Proposed Change will not impact upon the compliance of this condition.</p> <p>This will be managed in accordance with the CWRMP.</p>	Yes

SC10	A detailed investigation will be carried out within the area next to the SUEZ Kemps Creek Resource Recovery Park to assess the extent of high-risk soil gas. A report	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<p>will be prepared to document the outcomes of the investigation and outline measures to manage risks including nuisance odours to the surrounding area during excavation, and prevent the build-up of gases in buildings, basins, and sub-surface trenches and pits, and other enclosed spaces/depressions associated with the project during construction.</p> <p>These investigations will be carried out in accordance (where applicable) with the Guideline for the Assessment and Management of Sites Impacted by Hazardous Ground Gases (NSW EPA 2012) and Assessing Risks Posed by Hazardous Ground Gases to Buildings Report (C665) (Wilson et al. 2007). This will include undertaking gas monitoring.</p>		
SC11	<p>Should the further investigations determine that gas concentrations remain elevated near the project footprint, gas monitoring will be carried out during construction within the construction footprint next to the SUEZ Kemps Creek Resource Recovery Park. If excavations are to be carried out within enclosed structures, gas accumulation monitoring will be carried out before and during construction. On site gas monitoring will be carried out in accordance with the NSW EPA (2016) Environmental Guidelines: Solid Waste Landfills.</p>	N/A	N/A
AQ01	<p>A construction air quality management plan (CAQMP) will be developed and implemented for the project to manage potential air quality impacts associated with construction.</p> <p>The CAQMP will identify activities that may results in air quality impacts and associated mitigation measures to avoid or minimise these impacts. The CAQMP will provide:</p> <ul style="list-style-type: none"> • Measures to minimise dust generation associated with earthworks and other activities that disturb the ground surface, stockpiles, and haulage routes • Measures to minimise emissions from machinery and vehicles associated with the project • Procedures for inspection, monitoring and addressing any impacts where required. <p>The CAQMP will be implemented for the duration of construction.</p>	N/A	N/A

No.	Revised Environmental Management Measure	Discussion	Consistent
AQ02	<p>Dust generation will be minimised during construction where possible. Where practicable, specific measures will include (but not be limited to):</p> <ul style="list-style-type: none"> • Regularly watering exposed and disturbed areas including stockpiles, especially during inclement weather conditions • Adjusting the intensity of activities based on measured and observed dust levels, weather forecasts and the proximity of and direction of the works in relation to the nearest surrounding receivers • Ensuring loads are covered, and any loose materials/debris are removed before vehicles exit the site • Minimising the number of stockpiles and amount of material stockpiled where practicable • Positioning stockpiling areas as far as possible from surrounding receivers, including potentially ecologically sensitive receivers • Limiting stockpiling activities during conditions where winds are blowing strongly in the direction(s) from the stockpiling location to nearby receivers • Consultation with nearby developers to co-ordinate and plan activities where practicable to minimise the potential for cumulative dust-related impacts • The planning and undertaking of demolition activities, including the removal of hazardous building materials in a manner that minimises dust generation. This will also include the removal of hazardous building materials before the start of general demolition works. 	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CAQMP.	Yes
AQ03	<p>Odorous materials identified on site will be excavated in a staged process and exposed areas of odorous material will be kept to a minimum to reduce the total emissions from the site where feasible.</p>	N/A	N/A

HS01	<p>A work health safety management plan (WHSMP) will be prepared for the project. The WHSMP will include:</p> <ul style="list-style-type: none"> • Details of the hazards and risks associated with construction activities • Risk management measures • Procedures to comply with all legislative and industry standard requirements 	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> • Use of appropriate personal protective equipment • Contingency plans, as required • An incident response management plan • Training for all personnel (including subcontractors) including site inductions, the recognition and awareness of site hazards and the locations of relevant equipment to protect themselves and manage any spills. All staff would have the relevant training and certificates. 		
HS02	Measures to mitigate and manage bushfire risk will be developed and included as part of sitespecific hazard and risk management measures within the WHSMP. Measures will include the maintenance of ancillary facilities in a tidy and orderly manner and the storage and management of dangerous goods and hazardous materials in a safe location.	N/A	N/A
HS03	An incident response management plan will be developed and implemented. The response to incidents within the road will be managed in accordance with the memorandum of understanding between TfNSW and the NSW Police Service, NSW Rural Fire Service, NSW Fire Brigade and other emergency services.	The Proposed Change will not impact upon compliance with this condition.	Yes
HS04	Storage, handling and use of dangerous goods and hazardous substances would be in accordance with the Work Health and Safety Act 2011 and the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005).	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CWRMP.	Yes
HS05	Secure, bunded areas will be provided around storage areas for oils, fuels and other hazardous liquids.	N/A	N/A
HS06	Safety Data Sheets will be obtained for dangerous goods and hazardous substances stored onsite before their arrival.	N/A	N/A
HS07	All hazardous substances will be transported in accordance with relevant legislation and codes, including the Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998 and the 'Australian Code for the Transport of Dangerous Goods by Road and Rail' (National Transport Commission, 2008).	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CWRMP.	Yes

No.	Revised Environmental Management Measure	Discussion	Consistent
SU01	A sustainability management plan for the project will be developed and implemented during detailed design, to give effect to the sustainability strategy for the project. The management plan will detail measures to meet the sustainability objectives and targets and Infrastructure Sustainability rating tool credit requirements.	N/A	N/A
W01	<p>A construction waste and resource management plan (CWRMP) will be prepared for the project and outline appropriate management procedures. It will include, but not be limited to:</p> <ul style="list-style-type: none"> • Identification of the waste types and volumes that are likely to be generated by the project • Adherence to the waste minimisation hierarchy principles of avoid/reduce/reuse/recycle/dispose • Waste management procedures to manage the handling and disposal of waste, including unsuitable material or unexpected waste volumes • Identification of reporting requirements and procedures for tracking of waste types and quantities • A resource management strategy detailing the process to identify reuse options for surplus materials • A procurement strategy to minimise unnecessary consumption of materials and waste generation in accordance with relevant legislation and guidelines. 	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CWRMP.	Yes

W02	<p>A spoil management plan will be prepared for the project as part of the CWRMP and in line with the CSWMP. The spoil management plan will outline appropriate management procedures for the generation and importation of spoil. It will include, but not be limited to:</p> <ul style="list-style-type: none"> • Procedures for classification of spoil • Identification of spoil reuse measures • Spoil stockpile management procedures • Spoil haulage routes • Spoil disposal and reuse locations 	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
	<ul style="list-style-type: none"> Imported spoil sources and volumes. 		
W03	Wherever feasible and reasonable, construction material will be sourced from within the Sydney region.	N/A	N/A
W04	Suitable areas will be identified to allow for contingency management of unexpected waste materials, including contaminated materials. Suitable areas will be required to be hardstand or lined areas that are appropriately stabilised and bunded, with sufficient area for stockpile storage.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CWRMP.	Yes
CC01	<p>Detailed design will incorporate appropriate adaptation measures for all climate change risks with an original risk rating of moderate or above. These will include but not be limited to:</p> <ul style="list-style-type: none"> Consideration of the full range of potential temperature extremes on the project (particularly bridge structures) which may occur as a result of climate change and consider material capacity to withstand heat during material type selection to minimise the likelihood of infrastructure failures Consideration of energy dissipation at culvert outlets when velocities exceed existing magnitudes Consideration of the use of native species which are typically more fire tolerant and can more rapidly regenerate after fire events Maintenance of fauna passage along main creek lines under bridges. 	N/A	N/A
CC02	A climate change monitoring and adaptive management framework will be prepared and implemented for the project. The framework will incorporate performance monitoring criteria and measures, and the requirement for periodic review of the climate change risk assessment and framework against updated climate data to ensure currency.	N/A	N/A
CC03	An adaptive management approach will be applied to workplace health and safety planning during construction and operation in line with the WHSMP. This will include use of TfNSW Work Health and Safety Procedures.	N/A	N/A

GG01	Targets to reduce GHG emissions during construction and operation will be included in the project's sustainability management plan.	N/A	N/A
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No.	Revised Environmental Management Measure	Discussion	Consistent
GG02	Updated GHG assessment based on the detailed design for the project and the final project when built will be carried out.	N/A	N/A
GG03	Vegetation removal will be minimised where practicable.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CFFMP.	Yes
GG04	The procurement of goods and services will consider goods and services that: <ul style="list-style-type: none"> • Are from local suppliers • Make use of recycled materials or materials with a low embodied energy content. • Are energy efficient or have low embodied energy • Minimise the generation of waste 	N/A	N/A
GG05	Construction plant and equipment will be well maintained to maximise fuel efficiency.	The Proposed Change will not impact upon compliance with this condition and will be managed in accordance with the CNVMP.	Yes
CU01	Regular consultation will be carried out with nearby/adjoining projects and key stakeholders during the detailed design and construction phase to review potential cumulative impacts and integrate designs and construction methodologies (including traffic impacts and noise management), as far as practicable to minimise cumulative impacts.	The Proposed Change will not impact upon compliance with this condition.	Yes
CU02	Communication strategies across relevant TfNSW projects will be managed to be consistent in their messaging to the community to avoid confusion.	The Proposed Change will not impact upon compliance with this condition.	Yes