

M7 Widening (Modification 6) Consistency Assessment

TO:



FROM:

DATE: 24 June 2024

SUBJECT: Minor consistency assessment for proposed change to the M7 Widening – Great Western Highway Access Track

1. Introduction

1.1 Background

Transport for NSW (Transport) completed an environmental assessment for the construction and operation of the Western Sydney Orbital in 2002 (the approved project). Approval was granted on 28 February 2002 under Division 4, Part 5 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act) (DPE reference number SSI-663). The Environmental Impact Statement (EIS) (Roads and Transport Authority (RTA), 2000) identified a range of environmental, social, and planning issues associated with the construction and operation of the approved project and outlined measures to mitigate and manage those potential impacts.

The EIS was publicly exhibited between January 2001 and March 2001. Following public exhibition, submissions from stakeholders were received and addressed by Transport in the Submissions Report. Construction activities commenced in 2003, and the Western Sydney Orbital opened to traffic in December 2005.

By Order of the Minister for Planning, the original approval for the Western Sydney Orbital (now known as the Westlink M7) was made subject to the current State Significant Infrastructure (SSI) provisions of the EP&A Act (Division 5.2, Part 5) on 26 April 2019. As such, the Westlink M7 is considered to be State Significant Infrastructure under the EP&A Act.

Six modifications to the approved project have been approved, as follows:

- Modification 1: Approved 19 June 2003 under the then section 115BAA of the EP&A Act to correct several minor misdescriptions in the Conditions of Approval (CoA) relating to pre-construction requirements, and to clarify the timing of stormwater management requirements
- Modification 2: Approved 4 May 2004 under the then section 115BAA of the EP&A Act to correct several minor errors resulting in inconsistencies between CoA
- Modification 3: Approved 25 August 2004 under the then section 115BAA of the EP&A Act to correct a minor error resulting in an inconsistency between CoA and to correct references to the Minister

- Modification 4: Approved 24 January 2006 under the then section 75W of the EP&A Act to delete condition 115(a), requiring the grade separated pedestrian/bicycle access (shared path) within the road reserve at Mavis Street, Rooty Hill (incorporating Angus Creek crossing and access to Aquilina Reserve), thus removing this access point
- Modification 5: Approved 18 July 2019 under section 5.25 of the EP&A Act to delete condition 66 which prohibits commercial advertising within the road reserve
- Modification 6: Approved 17 February 2023 under section 5.25 of the EP&A Act to construct and operate an additional lane in both directions within the existing Westlink M7 median from Prestons to Oakhurst/Glendenning, excluding at the Westlink M7/M4 Motorway (Light Horse) Interchange (the modified project).

The approval of Modification 6 incorporated revised conditions of approval (CoA). Modification 6 (referred to herein as M7 Widening) must be carried out in accordance with the CoA as described in CoA 1A and generally in accordance with the Westlink M7 Widening Modification 6 Report (Modification Report) (August 2022) and Westlink M7 Widening Submissions Report (November 2022).

For the purposes of this consistency assessment, the Approval issued by the NSW Minister for Planning for the modified project is referred to as the Division 5.2 Approval.

Since approval of Modification 6, the need to provide safe access to the M7 bridge abutment at Great Western Highway near Wallgrove Road (B9893 / B9894/INFRA 27.1) via a new access track (Proposed Change) has been identified as part of detailed construction planning. The Proposed Change is required to avoid a lane closure on Great Western Highway and which would result in the need to undertake works outside of standard construction hours.

A description of the M7 Widening Project is provided in Section 1.2 and a description of the Proposed Change is discussed in Section 2.

1.2 Project description

The implementation of the modified project would permit the addition of a trafficable lane in both directions of the Westlink M7 between Prestons and Oakhurst/Glendenning, excluding at the Westlink M7/M4 Motorway (Light Horse) Interchange.

The modified project would include the following key features:

- Widening of the motorway into the existing median for a length of about 26 kilometres along the Westlink M7, from about 140 metres south of the Kurrajong Road overhead bridge at Prestons (southern end) to the Richmond Road interchange in Oakhurst/Glendenning (northern end), excluding at the Westlink M7/M4 Motorway (Light Horse) Interchange
- Widening the exit from the Westlink M7 northbound onto the M4 Motorway westbound from one lane to two lanes
- Widening of 43 existing northbound and southbound bridges on the Westlink M7 at 23 locations within the centre median, and on the outside of the bridges on the approach to the M4 Motorway from Old Wallgrove Road
- Upgrades, additions and modifications to noise walls
- Utility works and upgrades to drainage
- Intelligent Transport System (ITS) installations, adjustments and relocations to cover the new lane configurations.

The following activities would be required to facilitate construction of the modified project:

- Establishment of 'zone' construction ancillary facilities within and adjacent to Westlink M7 for stockpiling, construction support at bridge and median widening locations, project offices and compounds, as well as 'site' ancillary facilities within the existing motorway alignment
- Vegetation clearing within the median/widening areas and within construction ancillary facilities (including for construction access)

- Demolition of existing structures and infrastructure within the widening areas
- Provision of temporary water management infrastructure including the maintenance of stormwater drainage and establishment of waterway crossings and diversions
- Utility works within Westlink M7 and adjoining roads, particularly around existing motorway bridge sub-structures
- Earthworks for bridge and road widening within the existing median, and placement and compaction of fill material likely to result in a net amount of spoil material
- Bridge widening including establishment of sub-structures such as piles, abutments, piers and headstocks and super-structures including beams, girders, decks and barriers
- Pavement widening works within the road median
- Finishing works including asphaltting the carriageway surface, line marking, signage, permanent barriers and median infill, installation of communications infrastructure and landscaping treatments.

1.3 Purpose of the consistency assessment

The purpose of this consistency assessment is to:

- Describe the Proposed Change relative to the Division 5.2 Approval
- Assess the environmental impacts associated with the Proposed Change relative to the Division 5.2 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 application.

2. Proposed change

2.1 Description of the Proposed Change

It has been identified during detailed construction planning that an access track is required in the westbound road reserve of the Great Western Highway to facilitate access to the M7 bridge abutment over Great Western Highway (B9893/B9894/INFRA 27.1) for construction activities associated with the M7 Widening project. Construction of the access track would be within the road reserve of the Great Western Highway, between Pikes Lane and the existing approved construction footprint (refer Figure 1).

As the construction of the access track within the road reserve adjacent to the westbound lanes on the Great Western Highway would be located outside the approved construction footprint, this constitutes a change and would require a temporary minor amendment to the construction footprint.

This consistency assessment addresses this proposed minor change to the M7 Widening project, which is hereafter referred to as the Proposed Change.

2.2 Construction activities

Construction of access track

The construction of the access track would generally include:

- Adjustment or temporary removal of the guard rail on eastern extent of the Proposed Change.
- Removal of up to three (3) trees.
- Site levelling and placement of densely graded base (DGB) to establish the access track.
- Installation of new gate, as well as fencing and signage where required.

As the construction of the access track activities would occur in close proximity to the Great Western Highway, the majority of works would occur outside of standard construction hours with traffic management measures in place under a Road Occupancy License (ROL).

Construction of the access track would occur over approximately five (5) shifts, with use of the access track to occur both during standard and outside of construction hours to support construction at the bridge abutment.

Plant and equipment required to construct the Proposed Change would include:

- Light vehicles
- Electric saw
- Compactor plate
- Excavator
- Elevated work platform (EWP).

No tree removal or trimming is required as part of the Proposed Change in addition to the three trees.

Use of access track

It is anticipated that use of the access track would take place between June and September 2024.

The Proposed Change would facilitate access to the construction site for five heavy vehicles per day.

Access and egress from the access track is presented in Figure 5. Vehicles accessing the site would access the track directly via Great Western Highway. To exit the site, vehicles would reverse to eastern extent of the Proposed Change, and leave site in a forward motion onto Great Western Highway.

The Proposed Change is only for the use of land for the purpose of accessing the construction site. No other use is proposed.

Active transport detour

A shared user path (SUP) exists within the proposed access track extent from the signalised crossing at the Great Western Highway, extending around 20 metres east and ending at the road shoulder, and extending west along the Great Western Highway providing access to the M7 SUP (refer Figure 2).

A Traffic Management Plan (TMP, finalised May 2024) has been prepared to ensure safety of SUP users and workers during the bridge abutment works, with active transport detours outlined in the TMP summarised in Figure 3. The TMP indicates that the SUP on westbound Great Western Highway between the signalised crossing (to the east of the bridge) and the M7 SUP access point will require temporary closure due to the construction works at the bridge abutment. The SUP between the signalised crossing and the bridge abutment will require closure during the construction and use of the access track.

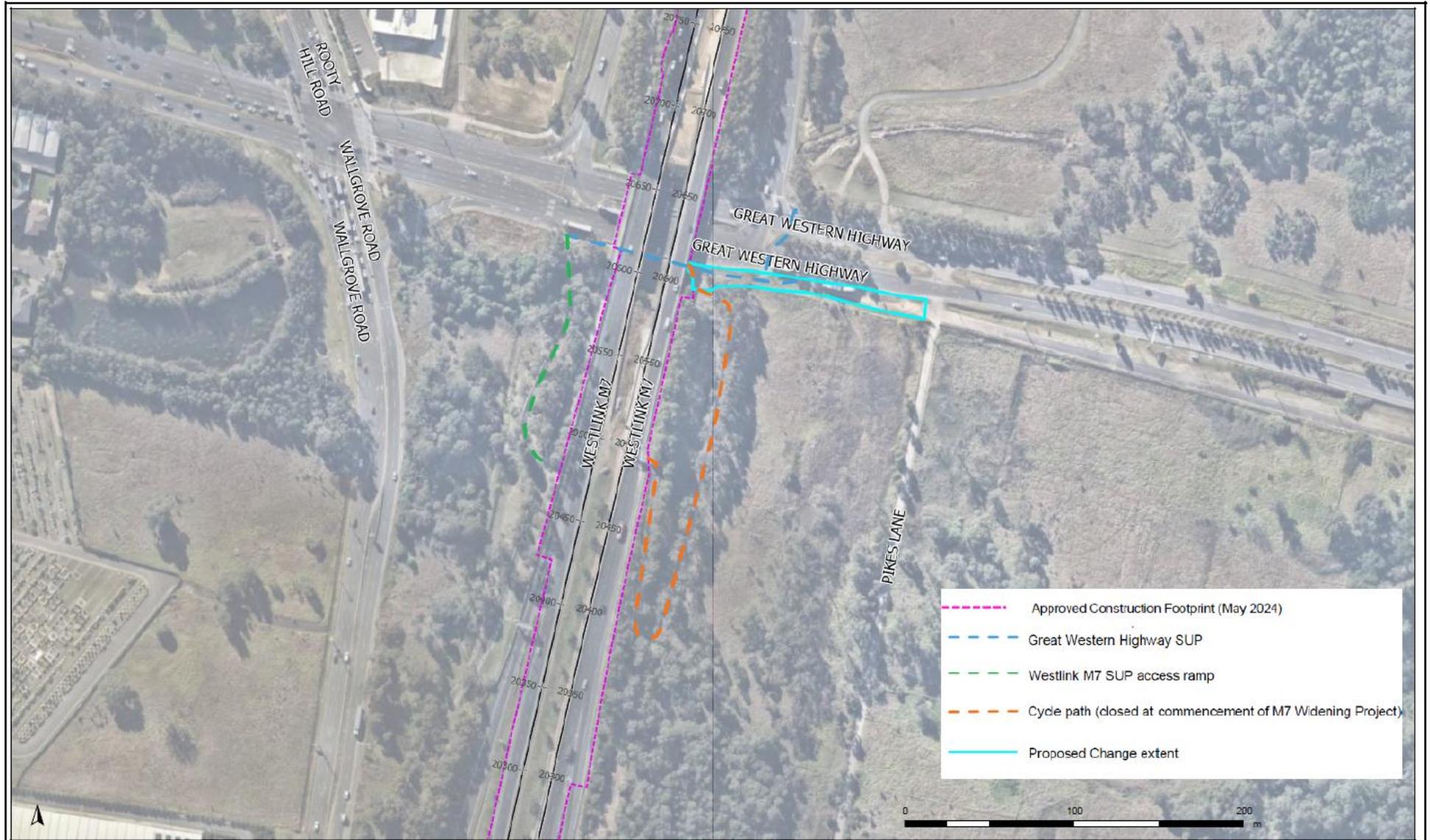
An SUP diversion would be in place to ensure connectivity to the M7 SUP for the period of time where the access track would be in use (Figure 4). It is not proposed to provide a diversion to the road corridor east of the Proposed Change due to the lack of active transport infrastructure.

A cycle path which historically provided a connection of the SUP on the westbound side of the Great Western Highway to the southbound WestlinkM7 road corridor exists within the Proposed Change extent (refer Figure 2). The cycle path would not be accessible due to SUP closures for the bridge abutment works as per the TMP (refer Figure 3). No new ancillary facilities would be required to support the Proposed Change.

Following completion of works at the bridge abutment, the Proposed Change area would be reinstated to the condition as recorded in land condition assessments and dilapidation reports.



Figure 1: CA area to facilitate the proposed access track from Great Western Highway (westbound)



Existing active transport infrastructure, and M7 SUP access from Great Western Highway

Figure 2: Existing active transport infrastructure in proximity of the Proposed Change

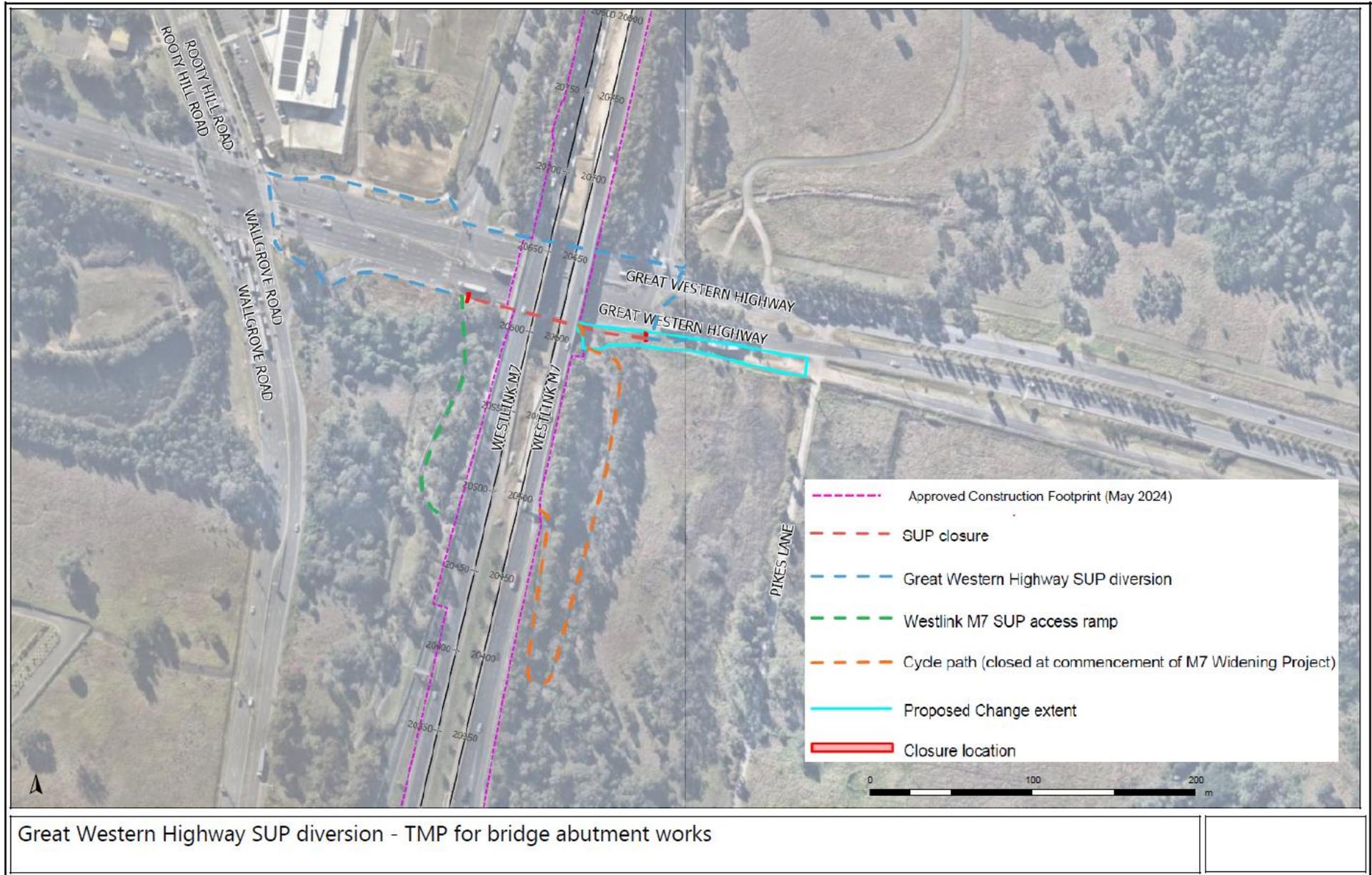


Figure 3: SUP diversion in existing approved Traffic Management Plan for bridge abutment works (March 2024)

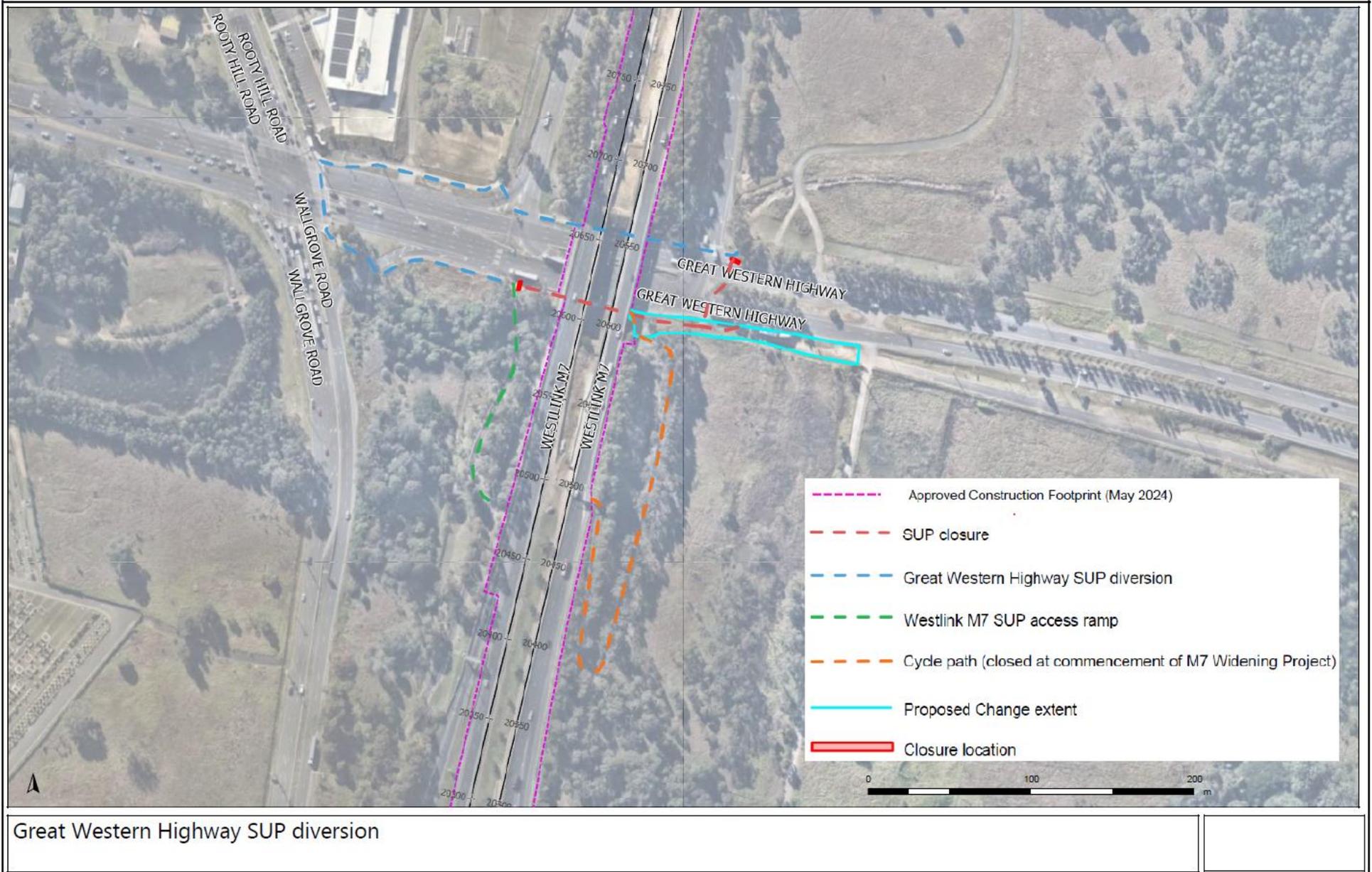


Figure 4: SUP diversion required due to proposed change



Figure 5: Access and egress via the proposed access track

2.3 Need for the proposed change

Access to this construction area under current approved arrangements would require partial closure of the turning lane (westbound on Great Western Highway, turning left onto Wallgrove Road) for the duration of the works (~June to September). Under the requirements of a Road Occupancy Licence (ROL), the works must occur during out of hours to minimise impacts to traffic.

Closure of the lane under current approved arrangements is necessitated by removal and replacement of concrete barriers for each construction vehicle movements to or from site. Following vehicle access or egress from the site, the concrete barriers must be replaced immediately to ensure safety of workers at the bridge abutment site.

Alternative access to the bridge site has since been identified during detailed construction planning that would facilitate access to the bridge site during standard construction hours, thus removing the need to undertake the construction works during out of hours. The alternative access is the construction and use of a temporary access track in the road reserve of the westbound Great Western Highway (the Proposed Change). By removing the limitation to construction timing, community impacts (such as through noise and vibration during evening periods) would be eliminated.

As such, by constructing the access track, the need to close the turning lane is eliminated and works on the bridge would be facilitated with reduced impacts to traffic and nearby sensitive receivers.

3. Consultation

3.1 Planning stage consultation

During the planning stage for the approved project, consultation was undertaken through several tools and methods including:

- Digital channels: Westlink M7 website and Transport website
- Print material: notifications, community updates, and factsheets
- Media: advertisements, releases, events
- Social media: social media posts (including sponsored posts)
- Email: response to enquiries, community updates when required
- Face to face engagement: site visits and briefings with key stakeholders
- Consultation with Aboriginal parties
- Project Infoline
- Public exhibition of the modification report.

For a more detailed description of the consultation that was completed for the approved project, refer to chapter 6 of the Modification 6 Report.

3.2 Ongoing consultation

As part of the construction phase of the approved project, ongoing consultation is being carried out with the community and relevant stakeholders in accordance with the M7-M12 Integration project Communication Management Plan, which includes a complaints management system.

A website providing information in relation to the approved project has been established and will continue to be maintained. It includes information on the current implementation status of the approved project, any notable updates and any documentation relating to approvals. The link to the approved project website can be access via:

[M7-M12 Integration Project | John Holland Group \(m7m12integrationproject.com.au\)](http://m7m12integrationproject.com.au)

If approved, this consistency assessment would be placed on Transport's project website:

[M7 Motorway \(Mod 6 Widening\) | Planning Portal - Department of Planning and Environment \(nsw.gov.au\)](http://nsw.gov.au/planning-portal)

No additional agency, organisation and community consultation has been identified as required regarding the proposed change.

4. Environment review

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. This includes reference to environmental impacts detailed in the Environmental Assessment Documentation (EAD) including:

- Westlink M7 Widening Modification Report prepared by Transport for NSW and dated August 2022
- Westlink M7 Widening Submissions Report prepared by Transport for NSW and dated November 2022
- Transport for NSW (December, 2023) M7 Widening, Incident Response Bays Consistency Assessment
- Transport for NSW (December, 2023) M7 Widening, Changes to the Approved Construction Footprint Consistency Assessment
- Transport for NSW (February, 2024) M7 Widening, Crushing and screening at AF9 Consistency Assessment
- Transport for NSW (May, 2024) M7 Widening, Changes to the Approved Construction Footprint – Tranche 2 Consistency Assessment.
- John Holland (June, 2024) M7 Widening, Northern Bridges Access Consistency Assessment.

Table 1 Review of environmental impacts of the Proposed Change

Environmental aspect	Comparative environmental assessment
Soil, waterways and water quality	<p><i>Assessment of potential impacts</i></p> <p>Construction of the access track would involve minimal ground disturbance to achieve site levels and removal of three (3) trees. Ground disturbance would increase the risk of erosion and subsequent sedimentation in local streams as well as impacts to water quality.</p> <p>An unnamed waterway is located around 15 metres west of the Proposed Change and within the existing approved construction footprint, and a drainage swale immediately south of the Proposed Change. The ground disturbance associated with the Proposed Change would be minimal, and with placement of DGB and implementation of erosion and sediment controls in accordance with the CEMP and sub-plans, would not create impacts greater than those assessed to the creek associated with the approved project including the bridge abutment works.</p> <p>Although this ground disturbance is outside the disturbance footprint described in the EAD it can be appropriately managed with the mitigation measures detailed in the environmental management plans and the impacts are therefore consistent with what is reported in the EAD.</p> <p><i>Environmental management measures</i></p> <p>Management measures for soils, water quality and waterways identified in the EAD are considered appropriate for the Proposed Change.</p>
Noise and vibration	<p><i>Assessment of potential impacts</i></p> <p>The construction and use of the proposed access track would result in the construction footprint extending slightly closer to two industrial sensitive receivers by up to approximately 120 metres. No changes to the timing, equipment or methodology for construction are required compared with the scope of the approved project.</p> <p><i>Construction of access track</i></p> <p>Works associated with the Proposed Change are expected to occur both during and outside of standard construction hours to minimise impacts to traffic and due to Road Occupancy License (ROL) restrictions.</p> <p>A noise assessment has been included in Appendix B for the construction of the access track.</p> <p>The nearest receivers are as follows:</p> <ul style="list-style-type: none"> • Residences located west of the Proposed Change, from around 380 metres, • Commercial facility located around 200 metres northwest of the Proposed Change, • Two industrial facilities located from 595 metres south-east of the Proposed Change.

Environmental aspect	Comparative environmental assessment
	<p>The plant and equipment required to construct the access track has been modelled, and the outcomes detailed in Appendix B. The assessment concluded that no sensitive receivers in noise catchment area (NCA) M7_NCA22 and M7_NCA23 are expected to experience noise above the NML during the daytime and OOH periods. This is consistent with the EAD.</p> <p>Use of the access track</p> <p>The Proposed Change is located within the road reserve of the Great Western Highway, and is directly adjacent to the road corridor, which is an approved haulage route assessed in the EAD. The approved project permits the use of the Great Western Highway by construction vehicles to access the bridge site.</p> <p>It is not considered that the use of the access track would cause any increased noise impacts when compared to the approved project. This is primarily due to the fact that there is no change in the number of vehicles to access the bridge site, and the alternative access point via the turning lane would have construction vehicles access the site via the leftmost lane, which is around ten meters north of the extent of the Proposed Change. Laterally, access to the site via the haulage route on the Great Western Highway would mean the construction traffic would pass by the industrial receivers located to the west of the Proposed Change, which has been assessed and approved in the EAD.</p> <p>Given there is no change in the number of trucks proposed to utilise the access track, and there is no significant increase in distance of the access track from the approved haulage route to sensitive receivers, it is considered that noise impacts would be consistent with those assessed in the EAD. The opportunity to access the bridge site to undertake construction activities predominantly during standard hours would reduce impacts to sensitive receivers resulting from the construction works at the bridge abutment, and would reduce impacts to sensitive receivers located along the haulage route by reducing the transit of heavy vehicles during out of hours periods to facilitate the M7 Widening project. While out of hours works are likely, they would be minimal.</p> <p>Environmental management measures</p> <p>Management measures for noise and vibration identified in the EAD are considered appropriate for the Proposed Change.</p>
Air quality	<p>Assessment of potential impacts</p> <p>Potential air quality impacts would result from ground disturbance, and use of plant and equipment during establishment of the access track. Dust may be generated during use of the access track to support the bridge works.</p> <p>Predicted impacts to air quality are consistent with those identified in the EAD. It is not anticipated that any additional air quality impacts would occur as a result of the Proposed Change with implementation of the project CEMP and sub-plans, including use of a water cart for dust suppression. This is consistent with the EAD.</p> <p>Environmental management measures</p> <p>Use of DGB and a water cart would minimise impacts, and would be consistent with management measures in the EAD. Management measures for air quality identified in the EAD are considered appropriate for the Proposed Change.</p>

Environmental aspect	Comparative environmental assessment
Aboriginal heritage	<p><i>Assessment of potential impacts</i></p> <p>The Proposed Change is located within the road reserve of the Great Western Highway.</p> <p>The Modification Report (Appendix I Aboriginal Cultural Heritage Stage 2 PACHCI Archaeological Report) did not identify any AHIMS site within 500 metres of the Proposed Change footprint. A basic AHIMS search was undertaken on 26 April 2024 (AHIMS search ID 887265, Appendix C) which identified one AHIMS site around 115 metres south of the Proposed Change that was not identified in the Modification Report. Given no high impact vibratory works are proposed, and the distance from the AHIMS site, the Proposed Change is not predicted to impact on the AHIMS site.</p> <p>No other Aboriginal heritage sites, objects, places or areas of archaeological sensitivity are located within the vicinity (within 50 metres) of the Proposed Change. Therefore, it is not anticipated that any additional Aboriginal heritage impacts would occur as a result of the Proposed Change. This is consistent with the EAD.</p> <p><i>Environmental management measures</i></p> <p>Management measures for Aboriginal heritage identified in the EAD are considered appropriate for the Proposed Change.</p>
Non-Aboriginal heritage	<p><i>Assessment of potential impacts</i></p> <p>The Proposed Change is located within the road reserve of the M7 Motorway. The Modification Report (Appendix J Non-Aboriginal Heritage Impact Assessment) does not identify any non-Aboriginal heritages sites within the footprint of the Proposed Change.</p> <p>The nearest non-Aboriginal heritage item is The Rooty Hill, located around 960 metres north-west of the Proposed Change. The Rooty Hill is of state heritage significance and listed as Item #2 on the <i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021</i>. It is a prominent hill that gave the area its name and currently consists of a sports field and large, grassed public open space. The Proposed Change would not encroach upon the curtilage of this heritage item and is not anticipated to impact on the item.</p> <p>Therefore, it is not anticipated that any additional non-Aboriginal heritage impacts would occur as a result of the Proposed Change. This is consistent with the EAD.</p> <p><i>Environmental management measures</i></p> <p>Management measures for non-Aboriginal heritage identified in the EAD are considered appropriate for the Proposed Change.</p>
Biodiversity	<p><i>Assessment of potential impacts</i></p> <p>An ecological assessment undertaken by Leneco (refer Appendix D) identified the Proposed Change site as generally comprising non-native vegetation dominated by exotic species, with three (3) native Eucalypt trees described as planted and non-mature. No threatened species, habitat for threatened species or hollow-bearing trees were identified at the site.</p>

Environmental aspect	Comparative environmental assessment
	<p>Removal of the three (3) Eucalypt trees is required to achieve lateral clearances for heavy vehicles to utilise the proposed access track, and minor earthworks within areas dominated by grasses and weeds to level the site would be required which would result in limited removal of vegetation. Vegetation to be cleared did not fit into any mapped Plant Community Types (PCT's) within the M7 Biodiversity Development Assessment Report (BDAR) or within the current State Vegetation Type Map, and the Proposed Change extent was found to be consistent with the vegetation zone labelled N/A Non-PCT vegetation within the BDAR.</p> <p>Vegetation clearing would be limited to grasses and weeds, and the three Eucalypt trees within the Proposed Change extent presented in Figure 1. No further tree removal or trimming is required for the Proposed Change.</p> <p>Based on the ecological assessment, impacts to biodiversity would be consistent with those identified in the EAD, and no impacts to PCTs would result from the Proposed Change. A pre-clearing survey would be undertaken prior to works. This is consistent with the EAD.</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>The non-PCT identified Eucalyptus trees to be cleared were added to the M7 Tree Register in accordance with CoA D11.</p> <p>Trees removed as part of the Proposed Change would be replaced at a ratio of 2:1 in accordance with CoA D12.</p>
Traffic and transport	<p><i>Assessment of potential impacts</i></p> <p>Potential traffic impacts associated with the Proposed Change would include:</p> <ul style="list-style-type: none"> • Construction traffic associated with construction of the access track . • Partial lane closure during construction of the access track. • Reduced traffic impacts compared with the EAD during abutment works. <p>Less than 10 vehicle movements per shift are required during the construction of the access track, and less than 20 vehicle movements per shift during operation the access track, which would be accessed via the Great Western Highway. This is minor compared to approved construction traffic volumes of around 230 vehicles per day on the Great Western Highway (refer to Section 7.1.5 of the Modification Report).</p> <p>Due to the location of the access track adjacent to the Great Western Highway, construction of the Proposed Change is required to be undertaken with traffic management measures in place on the highway to ensure the safety of workers. This would include partial lane closure of the left-hand turn lane onto Wallgrove Road. Temporary lane closures for the construction of pier and abutment widening structures were assessed in the EAD including at the Great Western Highway. The EAD identified westbound traffic volumes to be impacted by road closure are around 360 vehicles between 9:00 pm and 10:00 pm, and 320 vehicles between 10:00 pm and 11:00 pm. The Proposed Change would require lane closure of the turning lane for five (5) night shifts only, and use of the track would not require any changes to traffic conditions. As such, impacts to traffic due to lane closure during</p>

Environmental aspect	Comparative environmental assessment
	<p>construction of the access track would be consistent with those assessed in the EAD, and utilisation of the access track for construction works at the bridge abutment would result in a reduction of impacts from those assessed in the EAD.</p> <p>Public transport would not be impacted by the construction or the use of the Proposed Change. Bus route 723 travels along Great Western Highway, and turns left onto Wallgrove Road. While partial lane closure of the turning lane would be required during construction of the access track, this would be limited to the easternmost portion of the lane, and traffic would be permitted to utilise the remainder of the lane to turn onto Wallgrove Road. This is consistent with the EAD, which assessed the impact of detours for bus routes due to works on this portion of the Great Western Highway.</p> <p>Impacts to active transport associated with the construction or the use of the Proposed Change would be minor. The access track would be established over an existing SUP on the southern side of the Great Western Highway which allows users to pass under the Great Western Highway bridge beneath the Westlink M7. However, the existing TMP (dated May 2024) for the works at the Great Western Highway bridge prior to consideration for the use of the access track includes closure of this SUP for the duration of the works at the southern abutment. The closure would be from the signalised intersection to the east of the bridge to the Westlink M7 SUP access point west of the bridge. A cycle path extending south from this SUP to the southbound Westlink M7 road corridor would not be accessible during the bridge abutment works due to this closure, as reflected in the TMP and shown in Figure 3.</p> <p>The Proposed Change would result in closure of the signalised crossing at the Great Western Highway which was not included in the TMP for the bridge work, however the intersection does not provide access to active transport infrastructure other than to continue west to the Westlink M7 SUP or the cycle path. Further, the purpose of the Proposed Change is to support these bridge abutment works, and therefore the duration of the closure of the SUP would not change as a result of the Proposed Change. Therefore, no additional impacts would occur to active transport to those assessed in the EAD.</p> <p>It is not anticipated that any additional traffic impacts would occur to those assessed in the EAD as a result of the Proposed Change. This is consistent with the EAD.</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>
Socio-economic/ land-use and property	<p><i>Assessment of potential impacts</i></p> <p>Construction of the access track would be located within the road reserve of the Great Western Highway and would be limited to the M7 widening construction period only. Therefore, no additional land acquisition is required. The works are not predicted to impact upon the operation of any local businesses.</p> <p>It is not anticipated that any additional socio-economic or land-use and property impacts would occur to those assessed in the EAD as a result of the Proposed Change. This is consistent with the EAD.</p> <p><i>Environmental management measures</i></p> <p>Management measures for socio-economic identified in the EAD are considered appropriate for the Proposed Change.</p>

Environmental aspect	Comparative environmental assessment
Landscape character and visual amenity	<p><i>Assessment of potential impacts</i></p> <p>The Proposed Change is located within the road corridor in an area predominantly cleared of vegetation and partially occupied by a SUP.</p> <p><i>Landscape character</i></p> <p>The Proposed Change is located within Landscape Character Zone (LCZ) 5: Rural and adjacent to LCZ 1a: Infrastructure Corridor assessed in the EAD. LCZ 5 and LCZ 1a were both assessed in Section 7.10.5 of the Modification Report as having low and moderate sensitivity to change, respectively.</p> <p>Up to three trees would be removed to accommodate the Proposed Change. The trees are located within the road reserve and land zoned as SP2 Classified Road under the Blacktown LEP.</p> <p>Section 7.10.5 of the Modification Report found construction activities associated with the M7 Widening Project in LCZ 5 and LCZ 1a would have a negligible and moderate magnitude of impact, respectively. Given the minor changes to landscape character (tree removal), and nature of surrounding environment, impacts to landscape character would be negligible which is consistent with the EAD.</p> <p>The proposed change is not anticipated to result in a greater impact to landscape character than that as assessed in the M7 EAD.</p> <p><i>Visual amenity</i></p> <p>Visual receptors would be limited to users of the Great Western Highway during M7 Widening project construction. No residences, businesses or industrial facilities would have line-of-sight to the access track.</p> <p>Visual impacts during construction would include construction of the access track, and the removal of three (3) trees. The trees to be removed are adjacent to a small tree standing to the east, and a large section of planted trees along the Westlink M7 to the south. As such, the removal of the trees may be noticeable by regular users of the Great Western Highway, however the magnitude of the impact would be buffered by the surrounding vegetation.</p> <p>Removal of vegetation and construction activities were assessed in the M7 EAD, with an overall visual impact associated with the construction of the M7 Widening project found to be High to Moderate (Chapter 7 of the M7 Modification Report). The proposed change is not anticipated to result in a greater visual impact than that as assessed in the M7 EAD.</p> <p><i>Environmental management measures</i></p> <p>Management measures for landscape character and visual amenity identified in the EAD are considered appropriate for the Proposed Change.</p> <p>Trees removed as part of the Proposed Change would be replaced at a ratio of 2:1 in accordance with CoA D12.</p>
Flooding	<p><i>Assessment of potential impacts</i></p>

Environmental aspect	Comparative environmental assessment
	<p>Figure C.1 (sheet 7) of Modification Report Appendix G1 maps the Proposed Change as occurring on land modelled to experience a 20 per cent Annual Exceedance Probability (AEP) of <0.05 metres inundation.</p> <p>The temporary access track would be utilised for construction and reinstated upon completion of works at the bridge abutment. Minor earthworks are required to achieve levels for the use of heavy vehicles. This is not predicted to influence the flow path of flood waters during construction or following reinstatement.</p> <p>It is therefore considered that no additional flooding impacts would occur as a result of the Proposed Change. This is consistent with the EAD.</p> <p><i>Environmental management measures</i></p> <p>Management measures for flooding identified in the EAD are considered appropriate for the Proposed Change.</p>
Sustainability	<p><i>Assessment of potential impacts</i></p> <p>Sustainability practises would be implemented to address any sustainability impacts with the Proposed Change. This is consistent with the EAD.</p> <p><i>Environmental management measures</i></p> <p>Management measures for waste identified in the EAD are considered appropriate for the Proposed Change.</p>
Waste	<p><i>Assessment of potential impacts</i></p> <p>All construction waste would be appropriately disposed of and would be managed in accordance with the <i>Protection of the Environment Operations Act 1997</i> and Waste Regulation. Waste impacts associated with the Proposed Change would be minor in nature due to the temporary and short construction period. This is consistent with the EAD.</p> <p><i>Environmental management measures</i></p> <p>Management measures for waste identified in the EAD are considered appropriate for the Proposed Change.</p>
Cumulative impacts	<p><i>Assessment of potential impacts</i></p> <p>The concurrent construction of various projects within the vicinity of the M7 Widening gives rise to the potential for cumulative impacts. The magnitude of impact, timeframe for the works and additional area required for the Proposed Change is very minor and would 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><i>Environmental management measures</i></p> <p>Management measures for cumulative impacts identified in the EAD are considered appropriate for the Proposed Change.</p>

5. Consistency assessment – the Division 5.2 Approval

The Proposed Change has been assessed against the relevant Ministers Conditions of Approval (CoA) and Revised Environmental Management Measures (REMMs) in Appendix A.

5.1 Project Objectives

The project objectives are to:

- Provide additional capacity on the Westlink M7 to meet future traffic growth, reduce congestion and improve connectivity and reliability
- Avoid and minimise impacts on the road network, the community and environment during construction
- Integrate with the new M12 Motorway, minimising disruption during construction and providing safe and efficient connectivity in the operations phase
- Deliver a design that integrates with and respects the existing urban design and landscape features of the Westlink M7
- Provide a cost effective / affordable solution.

The Proposed Change supports the project objectives, facilitating safe construction activities and minimising potential impacts on the road network during construction. As such the proposed change is consistent with the project objectives.

5.2 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 project. The impacts associated with the Proposed Change are minor in nature and would be managed in accordance with the CEMP and sub-plans.	Yes
2 Would any conditions of approval need to be amended in light of the change?	The Proposed Change is consistent with and would not require amendment of the conditions identified in the project approval. A review of the Conditions of Approval against the Proposed Change is detailed in Appendix A.	Yes
3 Would the statement of commitments or environmental management measures need to change?	The Proposed Change is consistent with and would not require the statement of commitments or REMMs to be amended. A review of the REMMs against the Proposed Change is detailed in Appendix A.	Yes
4 Would the proposed change be 'in accordance with' the documents incorporated in Condition A1?	As described in Appendix A, the Proposed Change is considered in accordance with the EAD listed in Condition A1.	Yes

Consistency question	Discussion	Consistent
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 would 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. Conclusion

This memo provides a true and fair consistency review of the scope and potential impacts of the Proposed Change compared with the scope and potential environmental impacts of the approved project. Based on the consistency assessment in this report, the Proposed Change is considered:

Consistent with the Division 5.2 Approval

~~Not consistent with the Division 5.2 Approval.~~

~~A modification to the project approval must be prepared and submitted for approval by the Minister.~~

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

7. Other considerations

7.1 Permits, licenses and other approvals

The premise maps for EPL 21729 will be updated to reflect the Proposed Change.

There are no other additional approval requirements or changes to any permits, licenses or other approvals identified in the EAD as a result of the Proposed Change.

8. Certification

Author

This consistency assessment provides a true and fair review of the proposed change for the M7-M12 Integration project.

Name

Position

Environmental Approvals

Date

24/06/2024

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.

Name

Signature

Position

Transport Senior Environment and Sustainability Officer (M12/M7)

Date

24/06/2024

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. I consider that the proposal is consistent with the Division 5.2 Approval.

I agree with the recommendations of the Transport Environment and Sustainability Manager and approve the carrying out the proposed change in accordance with those recommendations.

Name

Signature

Position

M12/M7 Senior Environment and Sustainability Manager

Date

24/06/2024

Appendix A Assessment of consistency with conditions of approval and revised environmental management measures

Table A 1: Consistency against relevant Minister's conditions of approval

No.	Conditions of Approval	Discussion	Consistent
1A.	<p>The Proponent must carry out Modification 6 in accordance with the terms of this approval (the conditions listed in Condition 1B of Schedule 1, and all Conditions listed in Schedule 2) and generally in accordance with the:</p> <p>(a) Westlink M7 Widening Modification Report prepared by Transport for NSW and dated August 2022; and</p> <p>(b) Westlink M7 Widening Submissions Report prepared by Transport for NSW and dated November 2022.</p>	<p>The Proposed Change, as described in Section 2.1, can be carried out in accordance with Condition 1A.</p>	Yes
1B.	<p>The following Conditions listed in Schedule 1 apply to Modification 6: 1, 1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I, 6, 6A, 26, 44, 45, 46, 67, 90, 96A, 96B, 96C, 96D, 96E, 96F, 96G, 96H, 96I, 96J, 96K, 99A, 99B, 125 (as it applies to operation), 146A, 150, 155 and 221. All other Conditions in Schedule 1 not listed in this Condition do not apply to any Work associated with Modification 6.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
1C.	<p>In the event of an inconsistency between:</p> <p>(a) the terms of this approval and any document listed in Condition 1 and 1A of Schedule 1 inclusive, the terms of this approval will prevail to the extent of the inconsistency; and</p> <p>(b) any document listed in Condition 1 and 1A of Schedule 1 inclusive, the most recent document will prevail to the extent of the inconsistency.</p> <p>Note: 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.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
1D.	<p>The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to:</p> <p>(a) the environmental performance of Modification 6;</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(b) any document or correspondence in relation to the Modification 6;</p> <p>(c) any notification given to the Planning Secretary under the terms of this approval;</p> <p>(d) any audit of the construction or operation of Modification 6;</p> <p>(e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval);</p> <p>(f) the carrying out of any additional monitoring or mitigation measures; and</p> <p>(g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.</p>		
1E.	Modification 6 must be carried out in accordance with all procedures, commitments, preventative actions, performance outcomes and mitigation measures set out in the documents listed in Condition 1A 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 described in Condition A1.	Yes
67.	Modification 6 must be constructed and operated with the objective of minimising light spillage to surrounding properties. All lighting associated with the construction and operation of Modification 6 must be consistent with the requirements of AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting and relevant Australian Standards in the series AS/NZ 1158 – Lighting for Roads and Public Spaces. Additionally, mitigation measures must be provided to manage any residual night lighting impacts to protect properties adjoining or adjacent to the project, in consultation with affected landowners.	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
125.	<p>As part of the Construction Method Statements and Operational EMPs, detailed Soil and Water Quality Management Plan(s) shall be prepared in consultation with the EPA, DLWC, NSW Fisheries, relevant Catchment Management Trusts, Sydney Water, Sydney Catchment Authority and relevant Councils. The Plan(s) shall be prepared in accordance with the Department of Housing's guideline Managing Urban Stormwater - Soils and Construction 1998, the RTA's Guidelines for the Control of Erosion and Sedimentation in Roadworks and where appropriate, DLWC's Constructed Wetlands Manual. The Plan(s) shall be prepared prior to substantial construction or operation as appropriate. The Soil and Water Quality Management Plan(s) shall contain, but not be limited to:</p> <p>(a) management of the cumulative impacts of the development on the quality and quantity of surface and groundwater, including stormwater in storage, sedimentation dams and flooding impacts;</p> <p>(b) details of short and long term measures to be employed to minimise soil erosion and the discharge of sediment to land and/or waters including the exact locations and capacities of sedimentation basins;</p> <p>(c) identification of all potential sources of water pollution and a detailed description of the remedial action to be taken or management systems to be implemented to minimise emissions of these pollutants from all sources within the subject site;</p> <p>(d) detailed description of water quality monitoring to be undertaken during the preconstruction, construction and operation stages of the Project including base line monitoring, identification of locations where monitoring would be carried out and procedures for analysing the degree of contamination of potentially contaminated water;</p> <p>(e) measures to handle and dispose of stormwater, effluent and contaminated water and soil including incident management structures;</p> <p>(f) a process for the disposal of water from sedimentation basins and constructed wetlands developed in consultation with the EPA;</p> <p>(g) measures for the use of water reclaimed or recycled on-site; and</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(h) contingency plans to be implemented in the event of fuel spills or turbid water discharge from the site.</p> <p>Note: The Operational Soil and Water Quality Management Sub Plan must be updated to include the outcomes of Condition 146A and 150.</p>		
221	<p>The Project carriageways, not including the pedestrian/cycleway, shall be appropriately fenced at all times to prevent access by the general community. Particular attention shall be paid to areas of open space or community land use such as the Western Sydney Parklands (as identified in SEPP (Precincts – Western Parkland City) 2021), including the Western Sydney Regional Park and SIEC. Locked gates shall be provided at suitable locations to allow for emergency service access in consultation with the NSW Police Service, NSW Fire Brigade and State Emergency Services.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
Modification 6 Specific Conditions			
A1	<p>For the purposes of Modification 6, the following conditions apply: (a) the conditions listed in Condition 1B of Schedule 1; and (b) all conditions listed in Schedule 2 of this approval.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
A12	<p>Boundary screening must be erected between construction ancillary facilities (excluding minor ancillary facilities) and adjacent to sensitive land use(s) for the duration of the time that the construction ancillary facility is in use, unless otherwise agreed with the owner and occupier of the adjacent sensitive land use(s)</p> <p>Boundary screening must aim to minimise visual impacts on adjacent sensitive land use(s).</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
A20	<p>For the duration of Work until the completion of construction, or as agreed with the Planning Secretary, the approved ER must:</p> <p>(a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of Modification 6;</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(b) consider and inform the Planning Secretary on matters specified in the terms of this approval;</p> <p>(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;</p> <p>(d) review documents identified in Conditions A2, A6, A9, C1, C4 and C9 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:</p> <p>(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</p> <p>(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);</p> <p>(d) Note: The written statement must be made via the Major Projects Portal.</p> <p>(e) regularly monitor the implementation of the documents listed in Conditions A2, A6, A9, C1, C4 and C9 to ensure implementation is being carried out in accordance with the document and the terms of this approval;</p> <p>(f) as may be requested by the Planning Secretary, help plan or attend audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A27 of this approval;</p> <p>(g) as may be requested by the Planning Secretary, assist in the resolution of community complaints;</p> <p>(h) view the appropriateness of any activities reliant on the definition of Low Impact Work;</p>		

No.	Conditions of Approval	Discussion	Consistent
	<p>(i) consider or assess the impacts of minor ancillary facilities as required by Condition A11;</p> <p>(j) consider any minor amendments to be made to the Construction Ancillary Facility Site Establishment Management Plan, CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land uses or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs 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; and</p> <p>(k) prepare and submit to the Planning Secretary and other relevant regulatory 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 days following the end of each month for the duration of the ER’s engagement for Modification 6, or as otherwise agreed by the Planning Secretary.</p>		
A21	<p>The Proponent must provide the ER with documentation requested in order for the ER to perform their functions specified in Condition A20 (including preparation of the ER monthly report), as well as:</p> <p>(a) the complaints register (to be provided on a weekly basis where complaints have been received or as requested); 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>The Proposed Change would not impact on compliance with this condition.</p> <p>This report is to be provided to the ER prior to commencement of the Proposed Change.</p>	Yes
A24	<p>The Proponent must cooperate with the AA by:</p> <p>(a) providing access to noise and vibration monitoring activities as they take place;</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
	(b) providing for review of noise and vibration plans, assessments, monitoring reports, data and analyses undertaken; and		
	(c) considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA, why any recommendation is not adopted.		
A25	<p>The approved AA must:</p> <p>(a) receive and respond to communication from the Planning Secretary in relation to the performance of Modification 6 in relation to noise and vibration;</p> <p>(b) consider and inform the Planning Secretary on matters specified in the terms of this approval relating to noise and vibration;</p> <p>(c) consider and recommend to the Proponent, improvements that may be made to avoid or minimise adverse noise and vibration impacts;</p> <p>(d) review proposed night-time works to determine if sleep disturbance would occur and recommend measures to avoid sleep disturbance or appropriate additional alternative mitigation measures;</p> <p>(e) review noise and vibration documents required to be prepared under the terms of this approval, and should they be consistent with the terms of this approval, endorse them before submission to the Planning Secretary (if required to be submitted to the Planning Secretary) or before implementation (if not required to be submitted to the Planning Secretary);</p> <p>(f) regularly monitor the implementation of all noise and vibration documents required to be prepared under the terms of this approval to ensure implementation is in accordance with what is stated in the document(s) and the terms of this approval;</p> <p>(g) notify the Planning Secretary of noise and vibration incidents in accordance with Conditions A33 and A35 of this approval;</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(h) in conjunction with the ER, the AA must:</p> <p>(i) as may be requested by the Planning Secretary help plan, attend or undertake audits of noise and vibration management of the CSSI including briefings, and site visits,</p> <p>(ii) in the event that conflict arises between the Proponent and the community in relation to the noise and vibration performance of Modification 6, follow the procedure in the Community Communication Strategy approved under Condition B2 to attempt to resolve the conflict, and if it cannot be resolved, notify the Planning Secretary,</p> <p>(iii) consider relevant minor amendments made to the Construction Ancillary Facility Site Establishment Management Plan, CEMP, relevant sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the terms of this approval and the management plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, endorse the amendment, (this does not include any modifications to the terms of this approval),</p> <p>(iv) review the noise impacts of minor construction ancillary facilities, and</p> <p>(v) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, a Monthly Noise and Vibration Report detailing the AA's actions and decisions on matters for which the AA was responsible in the preceding month. The Monthly Noise and Vibration Report must be submitted within seven days following the end of each month for the duration of the AA's engagement for Modification 6, or as otherwise agreed by the Planning Secretary.</p>		
B1	<p>A Communication Strategy must be prepared to provide mechanisms to facilitate communication about construction and operation of Modification 6 with:</p> <p>(a) the community (including adjoining affected landowners and businesses, and others directly impacted by Modification 6); and</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	(b) the relevant councils and relevant agencies.		
B2	<p>The Communication Strategy must:</p> <p>(a) identify people, organisations, councils and agencies to be consulted during the design and work phases of Modification 6;</p> <p>(b) identify details of the community and its demographics;</p> <p>(c) identify timing of consultation;</p> <p>(d) set out procedures and mechanisms for the regular distribution of accessible information including to LOTE and CALD and vulnerable communities about or relevant to Modification 6;</p> <p>(e) detail the measures for advising the community in advance of upcoming construction including upcoming out-of-hours work as required by Condition D54;</p> <p>(f) 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) for Modification 6;</p> <p>(g) set out procedures and mechanisms:</p> <p>(i) through which the community can discuss or provide feedback to the Proponent;</p> <p>(ii) through which the Proponent will respond to enquiries or feedback from the community;</p> <p>(iii) to resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of Modification 6, including disputes regarding rectification or compensation;</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	(h) address who will engage with the community, relevant councils and agencies.		
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 would not impact on compliance with this condition.	Yes
B6	<p>A Complaints Management System must be prepared and implemented before the commencement of any Work and maintained for the duration of Work and for a minimum for 12 months following completion of construction of Modification 6.</p> <p>Note: In the situation where there are different entities constructing and operating Modification 6, continuity of access to the Complaints Management System must be maintained.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
B7	<p>The following information must be available to facilitate community enquiries and manage complaints one month before the commencement of Work and for 12 months following the completion of construction:</p> <p>(a) a 24-hour telephone number for the registration of complaints and enquiries about Modification 6;</p> <p>(b) a postal address to which written complaints and enquires may be sent;</p> <p>(c) an email address to which electronic complaints and enquiries may be transmitted; and</p> <p>(d) 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.</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
B8	<p>A Complaints Register must be maintained recording information on all complaints received about Modification 6 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>(b) the date and time of the complaint;</p> <p>(c) the method by which the complaint was made;</p> <p>(d) 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>(e) nature of the complaint;</p> <p>(f) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and</p> <p>(g) if no action was taken, the reason(s) why no action was taken.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
B9	<p>Complainants must be advised of the following information before, or as soon as practicable after, providing personal information:</p> <p>(a) the Complaints Register may be forwarded to government agencies, including the Department (Department of Planning and Environment, 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150), to allow them to undertake their regulatory duties;</p> <p>(b) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies;</p> <p>(c) the supply of personal information by the complainant is voluntary; and</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(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).</p> <p>The Collection Statement must be included on the Proponent or development website to make prospective complainants aware of their rights under the Privacy and Personal Information Protection Act 1998 (NSW). For any complaints made in person, the complainant must be made aware of the Collection Statement.</p> <p>Note: Should a complainant disagree with the Collection Statement, a note to that effect must be recorded in the Complaints Register required by Condition B8.</p>		
B10	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.	The Proposed Change would not impact on compliance with this condition.	Yes
B11	<p>A website or webpage providing information in relation to Modification 6 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 commences and maintained on the website or dedicated pages including:</p> <p>(a) information on the current implementation status of Modification 6;</p> <p>(b) a copy of the documents listed in Condition 1A of Schedule 1, and any documentation relating to any modifications made to the approved project 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;</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(d) a copy of each statutory approval, licence or permit required and obtained in relation to Modification 6;</p> <p>(e) a copy of the final version of each document required under the terms of this approval; and (f) a copy of the audit reports required under this approval.</p> <p>Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which it relates or before its implementation.</p> <p>All information required in this condition must be provided on the Proponent's website, ordered in a logical sequence and which is easy to navigate.</p> <p>Note: The intention of this condition is to increase transparency and for information/documents required as part of the approval to be provided proactively and publicly in an easily accessible manner. Where information is excepted by this condition, it is intended that these documents are provided in their redacted form.</p>		
C1	A Construction Environmental Management Plan (CEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020).	The Proposed Change would not impact on compliance with this condition.	Yes
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 and social policies, guidelines and principles to be followed in the construction of Modification 6;</p> <p>(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 Modification 6;</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(d) details of how the activities described in subsection (a) of this condition will be carried out to:</p> <p>(i) meet the performance outcomes stated in the documents listed in Condition 1A of Schedule 1, and as required by this approval; and</p> <p>(ii) manage the risks identified in the risk analysis undertaken in subsection (c) of this condition;</p> <p>(e) an inspection program detailing the activities to be inspected and frequency of inspections;</p> <p>(f) a protocol for managing and reporting any:</p> <p>(i) incidents; and</p> <p>(ii) non-compliances with this approval or statutory requirements;</p> <p>(g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction;</p> <p>(h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C4. Where staged construction of Modification 6 is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction;</p> <p>(i) an organisational chart including description of the roles and environmental responsibilities for relevant employees and any independent appointments;</p> <p>(j) a Worker Code of Conduct for employees, contractors and subcontractors;</p>		

No.	Conditions of Approval	Discussion	Consistent
	<p>(k) for training and induction for employees, including contractors and sub-contractors, in relation to environmental and compliance obligations under the terms of this approval; and</p> <p>(l) for periodic review and update of the CEMP and all associated plans and programs</p> <p>Note: CEMP(s) may reflect the construction of the project through geographical activities, temporal activities or activity based staging.</p>		
C3	<p>The CEMP (and relevant CEMP sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one month before the commencement of construction, or where construction is staged, no later than one month before the commencement of each stage.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
C4	<p>The following CEMP Sub-plans must be prepared in consultation with the relevant government 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 1H of Schedule 1.</p> <p>Table 2: CEMP Sub-plans</p> <p>(a) Traffic and Transport - Relevant council(s)</p> <p>(b) Noise and Vibration - WaterNSW and relevant council(s)</p> <p>(c) Flora and Fauna - DPI Fisheries and relevant council(s)</p> <p>(d) Soil and Water - DPE Water, WaterNSW and relevant council(s)</p>	<p>The Proposed Change would not impact on compliance with this condition.</p> <p>CEMP Sub-plans would be updated as required to reflect the Proposed Change as part of the next periodic review.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(e) Heritage - NSW Heritage and Water NSW</p> <p>Note: CEMP Sub-plan(s) may reflect the construction of the project through geographical activities, temporal activities or activity based staging.</p>		
C7	<p>The CEMP(s) and CEMP Sub-plans as approved, including any minor amendments approved by the ER, must be implemented for the duration of construction.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
C8	<p>The Soil and Water Management Plan (SWMP) must be prepared in accordance with the principles and requirements in Managing Urban Stormwater – Soils and Construction, Volume 1 (Landcom, 2004) and Volume 2D (DECC, 2008) and be prepared by a suitably qualified person either 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.</p> <p>The SWMP must include, but not be limited to:</p> <p>(a) the erosion and sediment control measures for areas of low contamination risk;</p> <p>(b) the erosion and sediment control measures for areas of moderate to high contamination risk;</p> <p>(c) adopted assessment criteria for proposed discharges, and how these would be measured;</p> <p>(d) a surface water monitoring program for areas of moderate to high contamination risk for contaminants of potential concern (CoPC), and</p> <p>(e) a dewatering management plan (DMP), that identifies and manages water contamination risks and identifies licensed waste facilities where contaminated groundwater will be disposed.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>Note: If a NSW EPA accredited Site Auditor is required under Condition D68, the contamination aspects of the SWMP may need to be updated following any potential advice from the Site Auditor regarding the appropriateness of management measures.</p>		
C13	<p>The CMP(s), as approved, 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.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
D1	<p>In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition 1A of Schedule 1, all practicable measures must be implemented to minimise and manage the emission of dust and other air pollutants (including odours) during the construction of Modification 6.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
D2	<p>The clearing of native vegetation must be minimised with the objective of reducing impacts to threatened ecological communities and threatened species habitat.</p>	<p>The footprint of the Proposed Change has been designed to utilise land predominantly cleared of vegetation. Three native trees were unavoidable and would be removed. These trees are described as non-mature and planted, and do not form a PCT.</p>	Yes
D3	<p>Impacts to plant community types must not exceed those identified in the documents listed in Condition 1A of Schedule 1, unless otherwise approved by the Planning Secretary. In requesting the Planning Secretary's approval, an assessment of the additional impact(s) to plant community types and an updated ecosystem and / or species credit requirement under Condition D4 below, if required, must be provided.</p>	<p>The Proposed Change would not require the clearing of any additional mapped plant community types.</p>	Yes
D4	<p>Prior to impacts on the biodiversity values set out in Table 4 and 5, the number and classes of ecosystem credits and species credits (like-for-like) must be retired.</p>	<p>The Proposed Change will not impact upon compliance with this condition. No additional clearing of plant community types or biodiversity offsets are required for the Proposed Change.</p>	Yes
	<p>Table 4: Ecosystem Credits. Refer to pg.28 of CoA</p>		
	<p>Table 5: Species Credits required. Refer to pg.28 of CoA</p>		

No.	Conditions of Approval	Discussion	Consistent
	Note: Credits have been calculated using the Biodiversity Assessment Method.		
D5	The requirement to retire like-for-like ecosystem credits and species credits in Condition D4 may be satisfied by payment to the Biodiversity Conservation Fund of an amount equivalent to the number and classes of ecosystem credits and species credits.	The Proposed Change would not impact on compliance with this condition.	Yes
D6	Where evidence of compliance with the <i>Ancillary rules: Reasonable steps to seek like-for-like biodiversity credits for the purpose of applying the variation rules</i> has been provided to the Planning Secretary, variation rules may be applied to retire the relevant ecosystem credits and species credits as set out in the BAM Biodiversity Credit Report (Variation).	The Proposed Change would not impact on compliance with this condition.	Yes
D7	<p>Prior to any works, additional field surveys for Southern Myotis must be undertaken. The surveys must confirm whether Southern Myotis are identified as using the construction footprint for breeding, roosting and/or foraging purposes. The survey results must be used to inform the preparation of the Construction Flora and Fauna Management Plan required by Condition C4(c) and the Microbat Management Plan proposed in the documents listed in Condition 1A of Schedule 1.</p> <p>Note: If additional impacts to the Southern Myotis are required to be offset above that required in Table 5, an updated BDAR must be prepared and Table 5 modified.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p> <p>The Proposed Change does not involve any clearing of vegetation that may cause additional impacts to Southern Myotis or Southern Myotis habitat.</p>	Yes
D8	Evidence of the retirement of credits in satisfaction of Condition D4 or payment to the Biodiversity Conservation Fund in satisfaction of Condition D5 must be provided to the Planning Secretary prior to impacts on the relevant biodiversity values.	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
D10	<p>Prior to vegetation clearing, the Proponent must identify where it is practicable for Modification 6 to reuse native trees and vegetation that are to be removed. If it is not possible for Modification 6 to reuse removed native trees and vegetation, the Proponent must consult with one or more of the following; the relevant council(s), NSW National Parks & Wildlife Service, Western Sydney Parklands Trust, Greater Sydney Local Land Services, Landcare groups, DPI Fisheries and any additional relevant government agencies. This consultation should determine if:</p> <p>(a) hollows, tree trunks (greater than 25-30 centimetres in diameter and 2-3 metres in length), mulch, bush rock and root balls salvaged from native vegetation impacted by Modification 6; and</p> <p>(b) collected plant material, seeds and/or propagated plants from native vegetation impacted by Modification 6,</p> <p>could be used by others in habitat enhancement and rehabilitation work, before pursuing other disposal options.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
D11	<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, except for trees that are offset under Condition D4. The Tree Survey must be submitted to the Planning Secretary for information with the Design and Landscape Plan required under Condition D19.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p> <p>The non-PCT identified Eucalyptus trees to be cleared would be added to the M7 Tree Register in accordance with this condition.</p>	Yes
D12	<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 D4. 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). Replacement trees and plantings must deliver an increase in tree canopy and aim to enhance the relevant council's position in respect of the Sydney Green Grid, unless otherwise agreed by the Planning Secretary.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p> <p>Trees removed as part of the Proposed Change would be replaced at a ratio of 2:1.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
	<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>		
D13	<p>Modification 6 must be constructed in a manner that minimises visual impacts of construction ancillary facilities, including providing screening of ancillary facilities, minimising light spill, and incorporating finishes within key elements of temporary structures that reflect the context within which the construction sites are located, including recognition of Country.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
D24	<p>A Vegetation Management Plan (VMP) must be prepared by a qualified ecologist to inform revegetation of creek-side vegetation (including all areas of River Flat Eucalyptus Forest identified for rehabilitation in the documents listed in Condition 1A of Schedule 1), and must be included as part of the DLP. The VMP must include:</p> <p>(a) the identification of proposed Plant Community Types (PCT) and the local provenance native species representative of the PCTs present, to be planted in the locations of disturbance, including those required by Condition D9;</p> <p>(b) site specific plans and rehabilitation measures for each area to be rehabilitated; and</p> <p>(c) specific measures to address weed management, erosion and sediment control/bank stabilization, rubbish removal and habitat supplementation.</p> <p>The VMP must be prepared in consultation with a qualified bushland regenerator.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
D28	<p>Measures identified in the documents listed in Condition 1A of Schedule 1 to minimise the impact of Modification 6 on flood behaviour, must be incorporated into the detailed design of Modification 6. The incorporation of these measures into the detailed design must be reviewed and endorsed by a suitably qualified flood consultant, who is independent of the project's design and construction, in consultation with directly affected landowners, DPE Water, DPI Fisheries, Environment and Heritage Group, NSW State Emergency Service (SES) and relevant Councils.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
D30	<p>Unless otherwise agreed by the Planning Secretary, Modification 6 must be built 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> <p>(a) a maximum increase in inundation time of one hour;</p> <p>(b) a maximum increase of 10 mm in above-floor inundation to habitable rooms where floor levels are currently exceeded;</p> <p>(c) no above-floor inundation of habitable rooms which are currently not inundated;</p> <p>(d) a maximum increase of 50 mm in inundation of land zoned as residential, industrial or commercial;</p> <p>(e) a maximum increase of 100 mm in inundation of land zoned as rural, primary production, environment zone or public recreation;</p> <p>(f) no significant increase in the flood hazard or risk to life; and</p> <p>(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> <p>Where the requirements set out in clauses (d), (e) and (g) cannot be met alternative flood levels or mitigation measures may be agreed to with the affected landowner.</p> <p>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.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	<p>Yes</p>

No.	Conditions of Approval	Discussion	Consistent
D32	All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects.	The Proposed Change would not impact on compliance with this condition.	Yes
D33	The LALCs and the stakeholders identified in Appendix E of the Submissions Report (if interest is expressed in further consultation) must be kept regularly informed about Modification 6. The LALCs must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of Modification 6.	The Proposed Change would not impact on compliance with this condition.	Yes
D34	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 and places 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 D35 and include registration in the Aboriginal Heritage Information Management System (AHIMS).	The Proposed Change would not impact on compliance with this condition.	Yes
D36	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of Work.	The Proposed Change would not impact on compliance with this condition.	Yes
	Where archaeological investigations have been undertaken as a result of Unexpected Finds notifications then a Final Archaeological Report must be provided in accordance with Heritage Council guidance and standard requirements for final reporting under Excavation Permits.		
	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.		
D38	Work must be undertaken during the following hours:	The Proposed Change would not impact on compliance with this condition.	Yes
	(a) 7:00 am to 6:00 pm Mondays to Fridays, inclusive;		
	(b) 8:00 am to 6:00 pm Saturdays; and		

No.	Conditions of Approval	Discussion	Consistent
	(c) at no time on Sundays or public holidays.		
D39	<p>Except as permitted by an EPL, highly noise intensive works that result in an exceedance of the applicable NML at the same receiver must only be undertaken:</p> <p>(a) between the hours of 8:00 am to 6:00 pm Monday to Friday;</p> <p>(b) between the hours of 8:00 am to 1:00 pm Saturday; and</p> <p>(c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour.</p> <p>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 would not impact on compliance with this condition.	Yes
D40	<p>Notwithstanding Conditions D38 and D39 work may be undertaken outside the hours specified in the following circumstances (a, b or c):</p> <p>(a) Safety and Emergencies, including:</p> <p>(i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or</p> <p>(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 environmental harm.</p> <p>On becoming aware of the need for emergency work in accordance with Condition D40(a), the AA, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavors must be used to notify all noise and/or vibration affected residents and owners/occupiers of properties identified sensitive land use(s) of the likely impact and duration of those work.</p> <p>(b) Work that meets any of the following criteria:</p>	<p>The Proposed Change would not impact on compliance with this condition.</p> <p>The necessary approvals would be obtained for any out of hours work required for the Proposed Change.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(i) Work that causes LAeq(15 minute) noise levels:</p> <ul style="list-style-type: none"> • no more than 5 dB(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 use(s); or <p>(ii) LAFmax(15 minute) noise levels no more than 15 dB(A) above the rating background level at any residence during the night time period; and; (iii) Work that causes:</p> <ul style="list-style-type: none"> • continuous or impulsive vibration values, measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or • intermittent vibration values measured at the most affected residence 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>(c) By Approval, including:</p> <p>(i) where different construction hours are permitted or required under an EPL in force in respect of Modification 6; 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 D41; or</p> <p>(iii) negotiated agreements with directly affected residents and sensitive land use(s).</p>		
D41	<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 D38, and that are not subject to an EPL. The Protocol must be prepared in consultation with the ER and AA. The Protocol must include:</p> <p>(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:</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(i) the ER and AA review all proposed out-of-hours activities and confirm their risk levels,</p> <p>(ii) low risk activities can be approved by the ER in consultation with the AA, and</p> <p>(iii) high risk activities that are approved by the Planning Secretary;</p> <p>(b) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria;</p> <p>(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 D60. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land use(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 approved out-of-hours work and notification to the Planning Secretary of approved low risk out-of-hours works.</p> <p>The Protocol must be submitted to and approved by the Planning Secretary before commencement of the out-of-hours work and implemented during Work which is outside the hours defined in Conditions D38 and not subject to an EPL.</p> <p>Adherence to the Protocol does not apply if the requirements of Condition D40(a) or (b) are met.</p> <p>Notes: 1. Conditions D54 and D55 provide additional parameters to be considered.</p>		

No.	Conditions of Approval	Discussion	Consistent
	Notes: 2. If the Work is subject to an EPL and the EPA does not endorse extended hours as part of the EPL, the extended hours cannot be considered under this Protocol.		
D42	<p>Mitigation measures must be implemented with the aim of achieving the following construction noise and vibration outcomes:</p> <p>(a) construction ‘Noise affected’ NMLs 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) Australian Standard AS 2187.2 - 2006 “Explosives - Storage and Use - Use of Explosives”;</p> <p>(d) BS 7385 Part 2-1993 “Evaluation and measurement for vibration in buildings Part 2” as they are “applicable to Australian conditions”; and</p> <p>(e) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage).</p> <p>Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan.</p> <p>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.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D43	Mitigation measures must be implemented prior to construction at residential receivers where a relative increase in road traffic noise of greater than 2 dB(A) are expected as a result of traffic detours (presented in Table 7-23 of the Modification Report as identified in Condition 1A(a) of Schedule 1).	The Proposed Change would not impact on compliance with this condition.	Yes
D44	Mitigation measures must be applied when the following residential ground-borne noise levels are exceeded:	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(a) evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and</p> <p>(b) night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A).</p> <p>The mitigation measures must be outlined in the Noise and Vibration CEMP Sub-plan, including in any Out-of-Hours Work Protocol, required by Condition D41.</p>		
D45	Noise generating work in the vicinity of 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 during sensitive periods, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution.	The Proposed Change would not impact on compliance with this condition.	Yes
D46	At no time can noise generated by construction exceed the National Standard for exposure to noise in the occupational environment of an eight-hour (8hr) equivalent continuous A-weighted sound pressure level of LAeq,8h of 85 dB(A) for any employee working at a location near Modification 6.	The Proposed Change would not impact on compliance with this condition.	Yes
D47	Construction Noise and Vibration Impact Statements (CNVIS) must be prepared for work that may exceed the noise management levels, vibration criteria and/or ground-borne noise levels specified in Condition D42 and Condition D44 at any residence outside construction hours identified in Condition D38, or where receivers will be highly noise affected. The CNVIS must include specific mitigation measures identified through consultation with affected sensitive land use(s) and the mitigation measures must be implemented for the duration of the works. A copy of the CNVIS must be provided to the AA and ER prior to the commencement of the associated works. The Planning Secretary may request a copy/ies of CNVIS.	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
D48	<p>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 are to be provided 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 Community Communication Strategy required by Condition B1.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	<p>Yes</p>
D49	<p>Industry best practice construction methods must be implemented where reasonably practicable to ensure that noise levels are minimised. Practices must include, but are not limited to:</p> <ul style="list-style-type: none"> (a) use of regularly serviced low sound power equipment; (b) early occupation and later release of road carriageways and construction sites; (c) scheduling of noisiest works before 11.00 pm Sunday to Thursday and before 12 midnight Friday and Saturday; (d) temporary noise barriers (including the arrangement of plant and equipment) around noisy equipment and activities such as rock hammering and concrete cutting; and (e) use of alternative construction and demolition techniques. 	<p>The Proposed Change would not impact on compliance with this condition.</p>	<p>Yes</p>
D50	<p>Vibration testing must be undertaken before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	<p>Yes</p>

No.	Conditions of Approval	Discussion	Consistent
D53	<p>All work undertaken for the delivery of Modification 6, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. This must include:</p> <p>(a) rescheduling work to provide respite to impacted noise sensitive land use(s) so that the respite is achieved in accordance with Condition D54; or</p> <p>(b) the provision of alternative respite or mitigation to impacted noise sensitive land use(s); and</p> <p>(c) the provision of documentary evidence to the AA in support of any decision made 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 Modification 6.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D54	<p>In order to undertake out-of-hours work outside the hours specified under Condition D38, the appropriate respite periods must be identified 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> <p>(a) a progressive schedule for periods no less than three (3) months, of likely out-of-hours work;</p> <p>(b) a description of the potential work, location and duration of the out-of-hours work;</p> <p>(c) the noise characteristics and likely noise levels of the work; and</p> <p>(d) likely mitigation and management measures which aim to achieve the relevant noise management levels and vibration criteria under Condition D42 (including the circumstances of when respite or relocation offers will be</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>available and details about how the affected community can access these offers).</p> <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 AA, ER, EPA and the Planning Secretary for information prior to undertaking the work scheduled for the subject period.</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>		
D55	<p>Work outside the hours specified in Condition D38 which result in an exceedance of the relevant NML at the same sensitive land use(s) can only be undertaken in accordance with the following:</p> <p>(a) two consecutive evenings and/or nights per week; or</p> <p>(b) three non-consecutive evenings and/or nights per week; or</p> <p>(c) 10 evenings and/or nights per month; or</p> <p>(d) except as identified by an EPL; or</p> <p>(e) in accordance with an agreement with a potentially impacted receiver(s) as required by Condition D40(c)(iii).</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D56	<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 Modification 6 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>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<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,</p> <p>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 treatment. The noise levels and duration requirements identified in this condition may be changed through an EPL applying to Modification 6.</p>		
D57	<p>The Proponent must identify the utilities and services (hereafter “services”) potentially affected by construction 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 Activity are avoided where practical and advised to customers.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
D58	<p>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 1A of Schedule 1. 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 month before the commencement of all other potentially impacting works.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
D59	Where pre-construction surveys have been undertaken in accordance with Condition D58, 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 Postconstruction Condition Survey Reports must be provided to the owner of the structures/assets surveyed, and no later than four months following the completion of construction activities that have the potential to impact on the structure / asset.	The Proposed Change would not impact on compliance with this condition.	Yes
D60	Where damage has been determined to occur as a result of Modification 6, the Proponent must carry out rectification at its expense and to the reasonable requirements of the owner of the structure/asset within nine 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.	The Proposed Change would not impact on compliance with this condition.	Yes
D63	Access to construction compounds or works must not occur on National Parks and Wildlife Service (NPWS) estate as part of this modification unless authorisation is granted by NPWS under the National Parks and Wildlife Act 1974 (NPW Act) or the National Parks and Wildlife Regulation 2019. The Western Sydney Regional Park must not be used to gain access to the construction footprint, ancillary facilities, or for the storage of materials, equipment, workers' vehicles or machinery at any time, unless authorisation is granted by NPWS under the National Parks and Wildlife Act 1974 (NPW Act) or the National Parks and Wildlife Regulation 2019.	The Proposed Change would not impact on compliance with this condition.	Yes
D64	Prior to any works adjacent to the Western Sydney Regional Park, demarcation of the construction boundary must be undertaken to reduce the risk of accidental encroachments or damage to the park.	The Proposed Change would not impact on compliance with this condition.	Yes
D65	Prior to the commencement of any Work that results in the disturbance of land in any particular area, erosion and sediment controls must be installed and maintained, as a minimum, in accordance with the publication Managing Urban Stormwater: Soils & Construction (4th edition, Landcom 2004) commonly referred to as the 'Blue Book'.	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
D66	<p>A Sampling and Analysis Quality Plan (SAQP) must be prepared for medium and high risk sites as identified in the documents referred to in Condition 1A of Schedule 1 to ensure that field investigations and analyses will be undertaken in a way that enables the collection and reporting of reliable data to meet project objectives, including (where applicable) the relevant site characterisation requirements of the detailed or targeted site investigations. The SAQP must:</p> <p>(a) 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;</p> <p>(b) be prepared in accordance with relevant guidelines made or approved by the EPA under section 105 of the Contaminated Land Management Act 1997.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D67	<p>Detailed Site Investigations to confirm moderate and high risk contaminated sited identified in Preliminary Site Investigation in Condition 1A of Schedule 1 must be prepared, or reviewed and approved by a Contaminated Land Consultant certified under either the Environment Institute of Australia or 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.</p> <p>The Detailed Site Investigations must be undertaken before ground disturbance in areas identified in the documents under Condition 1A of Schedule 1 as moderate to high risk contamination.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D68	If a Detailed Site Investigation identifies moderate or high risk contamination, a NSW EPA accredited Site Auditor must be engaged to provide independent oversight for any work required in relation to areas of moderate or high risk contamination is appropriately managed.	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
D69	<p>A Detailed Site Investigation Report must be prepared and submitted to the Planning Secretary for information following the completion of Detailed Site Investigations required by Condition D67 and:</p> <p>(a) be prepared (or reviewed and approved) by a Contaminated Land Consultant certified under either the Environment Institute of Australia or 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;</p> <p>(b) be prepared in accordance with relevant guidelines made or approved by the EPA under section 105 of the Contaminated Land Management Act 1997 (NSW); and</p> <p>(c) be reviewed by a NSW EPA-accredited Site Auditor (if a Detailed Site Investigation identify moderate or high-risk contamination). The Site Auditor must issue interim audit advice stating whether the Detailed Site Investigations appropriately categorises risk, the appropriateness of the Report and any proposed management measures. The Detailed Site Investigation Report and interim audit advice must be submitted to the Planning Secretary for information.</p> <p>Nothing in this condition prevents the Proponent from preparing individual Site Contamination Reports for separate sites.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D70	<p>If remediation is required to make land suitable for the intended land use, a Remedial Action Plan must:</p> <p>(a) 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; and</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(b) be prepared in accordance with relevant guidelines made or approved by the EPA under section 105 of the Contaminated Land Management Act 1997;</p> <p>(c) include measures to remediate the contamination at the site to ensure the site will be suitable for the proposed use and detail how the environmental and human health risks will be managed during the disturbance, remediation and/or removal of contaminated soil/sediment or groundwater; and</p> <p>(d) be reviewed by a NSW EPA-accredited Site Auditor. The Site Auditor must issue a Section B Site Audit Statement or interim audit advice which certifies that the Remedial Action Plan is appropriate to remediate identified contamination.</p> <p>Nothing in this condition prevents the preparation of individual Remedial Action Plans for separate sites.</p>		
D71	<p>Before commencing remediation, a copy of the Remedial Action Plan and the Section B Site Audit Statement, or interim audit advice, must be submitted to the Planning Secretary for information.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	<p>Yes</p>
D72	<p>The Remedial Action Plan must be implemented and changes to the Remedial Action Plan must be approved in writing by the NSW EPA accredited Site Auditor. A copy of the revised Remedial Action Plan must be provided to the Planning Secretary for information.</p> <p>Nothing in this condition prevents the Proponent from engaging the Site Auditor to prepare Site Audit Statements for separate sites.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	<p>Yes</p>
D73	<p>A Section A1 or A2 Site Audit Statement (accompanied by an Environmental Management Plan) and its accompanying Site Audit Report, which state that the contaminated land disturbed by the work has been made suitable or can be made suitable for the intended land use, must be submitted to the Planning Secretary and Council after remediation and before the commencement of operation of Modification 6.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	<p>Yes</p>

No.	Conditions of Approval	Discussion	Consistent
	Nothing in this condition prevents the Proponent from obtaining Section A Site Audit Statements for individual parcels of remediated land.		
D74	Contaminated land must not be used for the purpose approved under the terms of this approval until a Section A1 or A2 Site Audit Statement is obtained which states that the land is suitable for that purpose and any conditions on the Section A Site Audit Statement have been complied with.	The Proposed Change would not impact on compliance with this condition.	Yes
D75	<p>An Unexpected Finds Procedure for Contamination must be prepared before the commencement of Work. The procedure must:</p> <p>(a) be followed should unexpected contamination or asbestos (or suspected contamination) be excavated or otherwise discovered,</p> <p>(b) include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved; and</p> <p>(c) 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.</p> <p>Note: Should any unexpected moderate to high risk contamination be identified during Work, the contamination process identified in the conditions above applies.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D76	The Unexpected Finds Procedure for Contamination must be implemented during Work.	The Unexpected Finds Procedure for Contamination would be implemented during work involved with the Proposed Change.	Yes
D78	The Sustainability Strategy must be implemented throughout construction of Modification 6 and operation of the modified project.	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
D79	<p>A Water Reuse Strategy must be prepared, which sets out options for the reuse of collected stormwater during construction. The Water Reuse Strategy must include, but not be limited to:</p> <p>(a) evaluation of reuse options;</p> <p>(b) details of the preferred reuse option(s), including volumes of water to be reused, proposed reuse locations and/or activities, proposed treatment (if required), and any additional licences or approvals that may be required;</p> <p>(c) measures to avoid misuse of recycled water as potable water;</p> <p>(d) consideration of the public health risks from water recycling; and</p> <p>(e) a time frame for the implementation of the preferred reuse option(s).</p> <p>The Water Reuse Strategy must be prepared based on best practice and advice sought from relevant agencies, as required. The Strategy must be applied during construction of Modification 6.</p> <p>Justification must be provided to the Planning Secretary if it is concluded that no reuse options prevail.</p> <p>A copy of the Water Reuse Strategy must be made publicly available.</p> <p>Note: Contaminated groundwater must be disposed of in accordance with Condition D111.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D80	Access to all utilities and properties must be maintained during construction, where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.	The Proposed Change would not impact on access to utilities or properties where an agreement with the relevant utility owner, landowner or occupier has not previously been reached.	Yes
D81	Any property access physically affected by Modification 6 must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier.	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
		Property access would not be physically affected by the proposed change.	
D83	Local roads proposed to be used by heavy vehicles to directly access the construction boundary and ancillary facilities that are not listed in Table 6-6 of Appendix D of the Modification Report (as listed in Condition 1A(a) of Schedule 1) must be approved by the Planning Secretary and included in the Traffic, Transport and Access Management CEMP Sub-plan.	The Proposed Change would not impact on compliance with this condition. No local roads would be affected by the Proposed Change.	Yes
D84	<p>All requests to the Planning Secretary under Condition D83 must include a traffic and pedestrian impact assessment and be prepared in consultation with the relevant 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> <p>(a) demonstrate that the use of local roads will not compromise the safety of the public and have no more than minimal amenity impacts;</p> <p>(b) provide details as to the date of completion of road dilapidation surveys for the subject local roads; and</p> <p>(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> <p>The outcomes and recommendations of the traffic and pedestrian impact assessment must be incorporated into the Construction Ancillary Facility Site Establishment Management Plan or Traffic Management CEMP Sub-plan as relevant.</p>	The Proposed Change will not impact on compliance with this condition.	Yes
D85	Before any local road is used by a heavy vehicle for the purposes of the modification, a Road Dilapidation Report must be prepared for the road unless otherwise agreed to by the relevant road authority. A copy of the Road Dilapidation Report must be provided to the relevant council within three weeks of completion of the survey and no later than two weeks before the road being used by heavy vehicles associated with Modification 6.	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>If damage to roads occurs as a result of the construction of the modification, 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 months of the subject road no longer being used for the construction of Modification 6 unless an alternative timeframe is agreed to by the relevant road authority.</p>		
D87	<p>Safe pedestrian and cyclist access must be maintained around work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p> <p>An alternative route has been proposed to ensure safe transit of SUP users.</p>	Yes
D89	<p>During construction, all practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, 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 businesses and implemented prior to the disruption.</p> <p>Adequate signage and directions to businesses must be provided prior to, and for the duration of, any disruption.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
D91	<p>Temporary active transport facilities and detours must be designed, constructed and/or rectified in accordance with:</p> <p>(a) the process set out in the Movement and Place Framework (NSW Government) and the Cycleway Design Toolbox: Designing for Cycling and Micromobility (TfNSW, 2020);</p> <p>(b) the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads 2017) where not otherwise covered by (a);</p>	<p>The temporary detour to the active transport facility (SUP) due to the Proposed Change will be carried out in accordance with this condition.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(c) relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility;</p> <p>(d) relevant Crime Prevention Through Environmental Design (CPTED) principles; and</p> <p>(e) recommendations arising from consultation with relevant Councils, Bicycle NSW, Bike North, the CAMWEST Bicycle User Group and other relevant local bicycle user groups, where reasonable.</p> <p>Where site constraints prevent the provision of temporary active transport facilities that achieve the requirements of (a) - (e) listed above, the Proponent must write to the Planning Secretary identifying:</p> <p>(i) where the temporary active transport facilities are located; and</p> <p>(ii) which elements of the requirements of Condition D91 (a) - (e) cannot be met and why this is acceptable.</p> <p>Note: In the event of an inconsistency, the latest guidance document prevails to the extent of the inconsistency.</p>		
D92	<p>Any new permanent active transport facilities must be designed, constructed and/or rectified in accordance with:</p> <p>(a) the process set out in the Movement and Place Framework (NSW Government) and the Cycleway Design Toolbox: Designing for Cycling and Micromobility (TfNSW, 2020);</p> <p>(b) the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads 2017) where not otherwise covered by (a);</p> <p>(c) relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility;</p> <p>(d) relevant Crime Prevention Through Environmental Design (CPTED) principles; and</p>	<p>The Proposed Change will not impact on compliance with this condition.</p> <p>The Proposed Change does not involve any new permanent active transport facilities.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(e) recommendations arising from consultation with relevant Councils, Bicycle NSW, Bike North, the CAMWEST Bicycle User Group and other relevant local bicycle user groups, where reasonable.</p> <p>Note: In the event of an inconsistency, the latest guidance document prevails to the extent of the inconsistency.</p>		
D94	<p>Modification 6 must not preclude Blacktown City Council's delivery of the Mavis Street – Blacktown International Sports Park active transport link. The Proponent must facilitate an interface agreement with Blacktown City Council and provide access to Council until 31 December 2023 to enable the construction of the active transport link by this date. If Council has not commenced construction of the active transport link by 30 June 2023 to enable completion of construction by 31 December 2023, the Proponent must facilitate access to Council as soon as construction in this area is completed to facilitate construction of the active transport link.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
D96	<p>An independent Road Safety Audit must be undertaken to assess the safety performance of new or modified local road, parking, pedestrian and cycle infrastructure provided as part of Modification 6 (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management.</p> <p>The audit must be undertaken by an appropriately qualified and experienced person during detailed design development (audit of plans) and prior to opening (pre-opening audit).</p> <p>The audit findings and recommendations of the detailed design plans (audit of the plans) must be actioned prior to 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.</p>	<p>The Proposed Change would not impact on compliance with this condition.</p>	Yes
D99	<p>A Utilities Management Strategy must be prepared and implemented for all utility work undertaken as a result of the SSI. The Strategy must identify how utility Work (excluding Low Impact Work) will be defined and managed. The Utilities Management Strategy must include:</p>	<p>Any utility work require for the Proposed Change would be conducted in accordance with this condition.</p>	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>(a) A description of all utility Work to be undertaken; and</p> <p>(b) Management measures to be implemented to manage dust, noise, traffic, access, lighting and other relevant impacts associated with utility Work.</p> <p>The Utilities Management Strategy must be submitted to the Planning Secretary for approval at least one month before the commencement of utility Work.</p>		
D101	<p>Waste generated during construction 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> <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>	The Proposed Change would not impact on compliance with this condition.	Yes
D102	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of the EPL for Modification 6, 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.	The Proposed Change would not impact on compliance with this condition.	Yes
D103	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 D10.	The Proposed Change would not impact on compliance with this condition.	Yes
D104	All waste must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal docketts retained for audit purposes.	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
D105	<p>Modification 6 must be designed and constructed so as to maintain the NSW Water Quality Objectives (ANZG 2018) 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 Modification 6 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>	The Proposed Change would not impact on compliance with this condition.	Yes
D106	Works on waterfront land and within watercourses must have regard to Guidelines for controlled activities on waterfront land (NRAR, 2018). This includes outlets and watercourse crossings.	The Proposed Change would not impact on compliance with this condition.	Yes
D107	<p>Proposed revegetation within riparian zones should have regard to NRARs guidelines for Vegetation Management Plans and accommodate an appropriately structured vegetated riparian zone using indigenous species.</p> <p>Note: Revegetation must include a maintenance component identified in the DLP as required by Condition D22 and D24, and the operational maintenance requirements of Conditions D25 and D27.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D108	<p>Local erosion and sediment control measures to manage stormwater discharges can only be used in lieu of sediment retention basins or sumps where it is demonstrated that:</p> <p>(a) such measures would adequately manage the risk of erosion and sedimentation in accordance with Volume 1 and 2D of the Blue Book, and</p> <p>(b) contaminated soils do not pose a risk to water quality in receiving waterways.</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	<p>The Proponent must obtain approval from the Secretary before implementing the alternative local erosion and sediment control measures.</p> <p>Note: Approval from the Planning Secretary as required by Condition D108 may be sought through the Soil and Water Management Plan (as required by Condition C8).</p>		
D109	<p>Sediment retention basins or sumps must be used to control contaminated runoff from the construction of the proposed modification. Any sediment retention basin used must be appropriately sized to ensure that:</p> <p>(a) risks identified in the detailed site investigation are mitigated; and</p> <p>(b) managed overflows could only occur as a result of large rainfall events.</p> <p>Note: Existing stormwater quality control systems and ponds cannot accept contaminated runoff.</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D110	<p>For areas of moderate to high contamination risk (as identified in the SWMP required by Condition C8 and any Detailed Site Investigations under Condition D67), and where the application of sediment retention basins or sumps is restricted by site constraints and the outcomes of Condition D109 cannot be met, alternative capture and treatment systems may only be used with approval from the Planning Secretary.</p> <p>Note: Approval from the Planning Secretary as required in this Condition may be sought through the approval of the Construction Soil and Water Management Sub Plan (as required by Condition C8).</p>	The Proposed Change would not impact on compliance with this condition.	Yes
D112	<p>All new or modified drainage systems associated with Modification 6 must be designed to:</p> <p>(a) meet the capacity constraints of any council's drainage system to receive and convey the proposed flows from the Project, or otherwise upgrade council's drainage system at the Proponent's expense where it is identified that Modification 6 will have an adverse impact on the capacity of council's drainage system, in consultation with the relevant council(s);</p>	The Proposed Change would not impact on compliance with this condition.	Yes

No.	Conditions of Approval	Discussion	Consistent
	(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.		

Table A 2: Consistency against relevant Statement of Commitments / environmental management measures

No.	Mitigation Measure	Discussion	Consistent
T1	<p>A Construction Traffic and Access Management Plan (CTAMP) will be prepared as part of the Construction Environmental Management Plan (CEMP) in consultation with Transport, relevant local Councils, and relevant agencies and in accordance with relevant guidelines including consideration for:</p> <ul style="list-style-type: none"> • Staggering shift times to minimise the hourly traffic generation • Encouraging the use of alternative transport modes, carpooling, measures that minimise traffic generation associated with worker arrival, departures, and movements between sites • Using shuttle buses to move workers between sites • Minimising road closures that would likely have large impacts to the network • Pedestrian and cyclist access management plan • Parking and access management plan. 	<p>The Proposed Change would not impact on compliance with this measure.</p> <p>The CTAMP would be amended to incorporate the Proposed Change, where required.</p>	Yes
T3	<p>Movements of haulage vehicles will be planned to minimise movements on the road network during the AM and PM peak periods where practicable.</p>	<p>The Proposed Change would not impact on compliance with this measure.</p>	Yes
T4	<p>An active transport strategy will be developed to document planned shared path detours and recommend upgrades to these facilities to safely accommodate shared path users.</p>	<p>The Proposed Change would not impact on compliance with this measure.</p>	Yes

No.	Mitigation Measure	Discussion	Consistent
NV 1	<p>A Construction Noise and Vibration Management Plan (CNVMP) will be prepared and include the following standard and specific actions and mitigation measures:</p> <ul style="list-style-type: none"> • Identify relevant performance criteria in relation to noise and vibration • Identify noise and vibration sensitive receptors and features in the vicinity of the proposed modification • Include standard and additional mitigation measures from the Construction Noise and Vibration Guideline (CNVG) (Roads and Maritime Services, 2016b) and details about when each will be applied • Describe the process(es) that will be adopted for carrying out location and activity specific noise and vibration impact assessments to assist with the selection of appropriate mitigation measures • Consider cumulative construction noise impacts and construction noise fatigue • Include protocols that will be adopted to manage works required outside standard construction hours, in accordance with relevant guidelines including for management of respite periods • Detailed monitoring that will be carried out to confirm proposed modification performance in relation to noise and vibration performance criteria. <p>The cumulative noise impacts of relevant nearby major projects should be further considered by the contractor when a detailed construction schedule becomes available for the proposed modification.</p> <p>Consultation should be undertaken with the relevant contractors to manage cumulative impacts on sensitive receivers within common areas.</p> <p>Feasible and reasonable mitigation measures should be detailed in the CNVMP at sensitive receivers and areas where construction fatigue could occur. Consultation with the affected community will also occur prior to and during construction.</p>	<p>The Proposed Change would not impact on compliance with this measure.</p>	<p>Yes</p>

No.	Mitigation Measure	Discussion	Consistent
NV 2	<p>All residents affected by noise from the proposed modification which are expected to experience an exceedance of the construction noise management levels should be consulted about the proposed modification prior to the commencement of the particular activity, with the highest consideration given to those that are predicted to be most affected as a result of the works. The information provided to the residents should include:</p> <ul style="list-style-type: none"> • Programmed times and locations of construction work • The hours of the proposed modification works • Construction noise and vibration impact predictions • Construction noise and vibration mitigation measures being implemented on site. <p>Community consultation regarding construction noise and vibration will be detailed in the Community and Stakeholder Engagement Plan for the construction of the proposed modification and will include a 24-hour hotline and complaints management process. Consultation will also be undertaken with all schools likely to be affected. For out of hours works, consultation will take place with consideration to Practice note vii of the Environmental Noise Management Manual (RTA, 2001) and Strategy 2 of the Interim Construction Noise Guidelines (DECC, 2009).</p>	The Proposed Change would not impact on compliance with this measure.	Yes
NV 3	Induction and training will be provided to relevant staff and sub-contractors outlining their responsibilities with regards to noise and vibration.	The Proposed Change would not impact on compliance with this measure.	Yes
NV 4	<p>Details of all out of hours work required will form part of the CNVMP. Noisy work will be scheduled to be undertaken during the standard hours as far as possible. Noisy activities that cannot be undertaken during standard construction hours are to be scheduled as early as possible during the evening and/or night-time periods. Particularly noisy activities such as the use of impact piling rigs, road and concrete saws, rock hammers, should be scheduled where feasible and reasonable around times of high background noise to provide masking. Deliveries will be carried out during standard construction hours where feasible and reasonable.</p>	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
NV 5	<p>A protocol, formed as part of the CNVMP, will be developed to identify the need for and provision of respite measures for residential receivers in accordance with the ICNG. Respite measures may include the restriction to the hours of construction activities resulting in impulsive or tonal noise (such as rock hammering, pile driving), or other appropriate measures agreed between the contractor and residential receiver such as alternative accommodation.</p>	<p>The Proposed Change would not impact on compliance with this measure.</p>	<p>Yes</p>
NV 7	<ul style="list-style-type: none"> • Truck drivers will be advised of designated vehicle routes, parking locations, acceptable delivery hours or other relevant practices (i.e. minimising the use of engine brakes, and no extended periods of engine idling). Vehicle routes should be reviewed, and final selections should consider noise impacts on noise sensitive receivers • Site access and egress points will be located away from residences and other sensitive land uses, where feasible and reasonable • Deliveries and spoil removal will be planned to avoid queuing of trucks on or around the construction ancillary facilities • Construction sites will be arranged to limit the need for reversing associated with regular / repeatable movements (e.g. trucks transporting spoil) to minimise the use of reversing alarms • Where feasible and reasonable, non-tonal reversing alarms will be used, taking into account the requirements of the Workplace Health and Safety legislation. • Spoil will be moved during the day where practical, and feasible and reasonable management strategies will be investigated in consultation with the NSW EPA to minimise the volume of heavy vehicle movements at night. <p>Mitigation measures for vehicle movements outside of standard construction hours will be included in the CNVMP.</p>	<p>The Proposed Change would not impact on compliance with this measure.</p>	<p>Yes</p>
NV 9	<p>The selection of plant and equipment can have a significant impact on construction noise levels. Appropriate plant will be selected for each task to minimise the noise contributions.</p> <p>Alternative works methods such as use of hydraulic or electric-controlled units in place of diesel units will be considered and implemented where feasible and reasonable. The use of alternative machines that perform the same function (such as rubber wheeled plant) will be considered in place of steel tracked plant.</p> <p>Equipment will be regularly inspected and maintained to ensure it is in good working order.</p> <p>Plant should be located on site with as much distance as possible between the</p>	<p>The Proposed Change would not impact on compliance with this measure.</p>	<p>Yes</p>

No.	Mitigation Measure	Discussion	Consistent
	<p>plant and noise sensitive receivers. Noisy equipment will be orientated away from residential receivers where feasible and reasonable.</p>		
NV 11	<p>Additional mitigation measures are provided in CNVG. These measures are applied after standard noise mitigation measures have been applied and where the noise levels are still exceeding the noise management levels.</p> <p>Additional mitigation measures include:</p> <ul style="list-style-type: none"> • Notification (letterbox drop or equivalent) to give advanced warning of works • Specific notifications to identified stakeholders • Phone calls • Individual briefings • Respite offers, to be considered where there are high noise and vibration generating activities near receivers • Respire Period One where there is out of hours construction noise • Respire Period Two where there is high time construction noise • Duration respite where long periods of noise and vibration will be generated • Alternative accommodation for residents where there are highly intrusive noise levels • Verification, such as noise monitoring. 	<p>The Proposed Change would not impact on compliance with this measure.</p>	Yes
NV 12	<p>Equipment size will be selected taking into account the minimum working distances and the distance between the area of construction and the most affected sensitive receiver.</p> <p>The use of less vibration intensive methods of construction or equipment will be considered where feasible and reasonable when working in proximity to existing structures.</p> <p>Equipment will be maintained and operated in an efficient manner, in</p>	<p>The Proposed Change would not impact on compliance with this measure.</p>	Yes

No.	Mitigation Measure	Discussion	Consistent
	accordance with manufacturer's specifications, to reduce the potential for adverse vibration impacts.		
NV 13	<p>If the use of vibration intensive plant cannot be avoided within the minimum working distance for cosmetic damage the following procedure will occur as a minimum:</p> <ul style="list-style-type: none"> • Notification of the works to the affected residents and community. • Works will not proceed until attended vibration measurements are undertaken. Vibration monitors are to provide real-time notification of exceedances of levels approaching cosmetic damage criteria. • If ongoing works are required, a temporary relocatable vibration monitoring system will be installed, to warn operators (via flashing light, audible alarm, short message service (SMS) etc) when vibration levels are approaching the cosmetic damage objective. 	The Proposed Change would not impact on compliance with this measure.	Yes
NV 16	<p>The Contractor must conduct a detailed construction noise and vibration assessment and implement reasonable and feasible mitigation measures in accordance with the Roads and Maritime Services Construction Noise and Vibration Guideline (2016b). Mitigation measure that may be implemented include the following:</p> <ul style="list-style-type: none"> • Traffic diversions limited in duration as noted above • Notification (letterbox drop or equivalent) • Specific notifications • Individual briefings and/or community consultations 	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 1	A communications plan will be displayed at each construction zone, including a duty phone number so stakeholders and community members can get in contact regarding the construction activities. All complaints will be recorded and investigated, and measures taken in response.	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 2	On a regular basis, the stages of other major constructions within 500 metres of the proposed modification will be assessed, to determine any cumulative impacts. The possibility of co-ordinating activities between sites will be assessed to avoid potentially high impact activities occurring at the same time.	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
AQ 3	Use of diesel- or petrol-powered generators will be avoided where practicable and mains electricity or battery powered equipment will be used where practicable.	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 4	All vehicles and plant will be switched off engines when stationary and not be allowed to idle.	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 5	During periods of high potential for increased air quality impacts and/or prolonged dry or windy conditions the frequency of site inspections will be increased by the person accountable for air quality and dust issues.	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 6	At each construction zone, the site arrangement will be planned so that dust generating activities are undertaken to minimise dust at nearby receptors. Measures may include stockpiles located as far away from receptors as possible; dust barriers being erected around dusty activities/ site boundary, or similar.	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 7	A maximum speed limit of 15 km/h on unsurfaced roads and construction work areas will be imposed and signposted.	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 8	Adequate water supply will be provided on the site for effective dust/ particulate matter suppression/ mitigation, using non-potable water where possible and appropriate.	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 9	Earthworks and exposed areas/ soil stockpiles will be re-vegetated or stabilised as soon as practicable	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 10	Water-assisted dust sweeper(s) will be used on access and local roads, to remove, as necessary, any material tracked out of the site.	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 11	Vehicles entering and leaving sites will be covered to prevent escape of materials during transport.	The Proposed Change would not impact on compliance with this measure.	Yes
AQ 12	A wheel washing system will be implemented at relevant construction ancillary facilities (with rumble grids to dislodge accumulated dust and mud prior to leaving the site), where reasonably practicable.	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
AQ 13	Any acid sulphate soils encountered during earthworks will be managed in accordance with the with the Acid Sulfate Soils Manual (Acid Sulfate Soil Management Advisory Committee, 1998) and Guidelines for the Management of Acid Sulfate Materials: Acid Sulfate Soils, Acid Sulfate Rock and Monosulfidic Black Ooze (NSW Roads and Traffic Authority, 2005b).	The Proposed Change would not impact on compliance with this measure.	Yes
FL 1	A Flood Management Plan will be prepared as part of the CEMP for the proposed modification 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 relevant guidelines.	The Proposed Change would not impact on compliance with this measure.	Yes
FL 2	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.	The Proposed Change would not impact on compliance with this measure.	Yes
FL 3	Detailed construction planning is required to consider flood risk at construction sites and construction support sites. This will include: <ul style="list-style-type: none"> • A review of site layout and construction activity staging to avoid or minimise obstruction of overland flow paths and limit the extent of flow diversion required • Identification of measures to not worsen flood impacts on the community and on other property and infrastructure during construction up to and including the 1% AEP flood event, where reasonable and feasible • Measures to mitigate alterations to local runoff conditions due to construction activities. 	The Proposed Change would not impact on compliance with this measure.	Yes
FL 4	Spoil stockpiles are to be located in areas not subject to frequent inundation by floodwater, and outside the 10% AEP flood extent. The exact level of flood risk accepted at stockpile sites will depend on the duration of stockpiling operations, the type of material stored, the nature of the receiving drainage lines and also the extent to which it would impact flooding conditions in adjacent development.	The Proposed Change would not impact on compliance with this measure.	Yes
FL 6	Flood emergency management measures during construction are to be prepared and incorporated into relevant environmental and/or safety management documentation in consultation with NSW State Emergency Services (SES) and relevant local Councils.	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
FL 9	Localised increases in flow velocities at drainage outlets that would control runoff from the proposed modification are to be mitigated through the provision of scour protection and energy dissipation measures.	The Proposed Change would not impact on compliance with this measure.	Yes
SW 1	<p>A Soil and Water Management Plan (SWMP) will be prepared as part of the proposed modification. The plan will outline measures to manage soil and water impacts associated with the construction works, including contaminated land.</p> <p>The SWMP will include:</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 runoff from spoil and waste storage areas • Procedures to manage unexpected or previously unidentified contaminants • Measures to manage stockpiles, including locations, separation of waste types, sediment controls and stabilisation • Groundwater management measures to limit the risk of exposure to contaminated groundwater • Controls to manage the risk posed to workers from exposure to contaminated groundwater (if encountered) • Processes for dewatering 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 undertaken prior to, throughout, and following construction • Enhanced sediment and erosion controls be implemented in areas where it is identified that contamination poses a risk to surface water quality. <p>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 (DPIE, 2004) and Volume 2D (DECC, 2008a), commonly referred to as the ‘Blue Book,’ as well as relevant Transport Guidelines.</p>	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
SW 2	<p>A dewatering management plan will be prepared and included in the SWMP that sets out the procedures for the discharge of surface water runoff that is retained in sediment controls and exposed excavations. The dewatering management plan will be prepared in accordance with the Technical Guideline – Environmental Management of Construction Site Dewatering (Transport, 2011) and will include consideration of the following:</p> <ul style="list-style-type: none"> • Identification of water quality criteria for the discharge of on-site water and the treatment techniques required to meet these criteria • Methods for achieving the WQOs for any site discharge through best practice erosion and sediment control measures and/or treatment of water through flocculation prior to discharge from sediment retention sumps • Reuse of stormwater where feasible within the scope of construction activities • Selection of suitable locations for the discharge of captured runoff utilising existing drainage paths where it cannot be reused on site • Procedures for the rectification of sediment controls or site practices should the water quality parameters experience exceedances. 	The Proposed Change would not impact on compliance with this measure.	Yes
SW 3	<p>A soil conservation specialist will be engaged for the duration of construction of the proposed modification to provide advice on the planning and implementation of erosion and sediment control measures, including review of Erosion and Sediment Control Plans ESCPs.</p>	The Proposed Change would not impact on compliance with this measure.	Yes
SW 4	<p>Stockpiles will be managed to minimise the potential for mobilisation and transport of dust and sediment in runoff in accordance with Stockpile Site Management Guideline (Roads and Maritime Services, 2015d). This will include:</p> <ul style="list-style-type: none"> • Minimising the number of stockpiles, the area used for stockpiles and the 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 would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
SW 6	<p>A water reuse strategy will be developed for the construction of the proposed modification to reduce reliance on potable water. This strategy will be prepared during the detailed design stage and will outline the construction water requirements and potential water sources to supply the water demand in consultation with Sydney Water. Alternative water supply options to potable water will also be investigated, with the aim of reusing water using recycled water where feasible. This includes sourcing non-potable water from construction sediment sumps where it is feasible to reuse.</p>	<p>The Proposed Change would not impact on compliance with this measure.</p>	Yes
SW 7	<p>The following measures will be undertaken to manage activities within watercourses, especially works to widen of bridges:</p> <ul style="list-style-type: none"> • Disturbance of banks and extent of vegetation removal will be minimised • Implementing bank stabilisation, channel reshaping and scour protection where required to mitigate the impact of additional bridge piers on scour and stability of the bed and banks of watercourses • Maintenance of minimum surface water flows to assist in maintaining the viability of aquatic communities and preventing barriers to fish passage • Construction of temporary creek crossings during low flows and design so that drainage of these crossings does not contribute sediment load to the stream • Taking into consideration the former NSW Department of Industry's Guidelines for controlled activities on waterfront land (2018) in the design and construction of works within watercourses 	<p>The Proposed Change would not impact on compliance with this measure.</p> <p>The Proposed Change does not involve any works within watercourses.</p>	Yes

No.	Mitigation Measure	Discussion	Consistent
SW 9	<p>A construction water quality monitoring program will be developed and included in the SWMP for the proposed modification to establish baseline conditions, observe any changes in surface water and groundwater during construction, and inform appropriate management responses.</p> <p>Baseline monitoring will be undertaken monthly for a minimum of 12 months prior to the commencement of construction, inclusive of the monitoring that is presented in Section 5.6 of Appendix G (Surface water and flooding assessment). 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 undertaken during construction will be further developed in detailed design in accordance with the Guidelines for Construction Water Quality Monitoring (RTA, 2003) and the ANZECC Water Quality Guidelines (ANZECC/ ARMCANZ, 2000).</p> <p>This will include the monitoring of surface water quality at or near moderate to high contamination risk areas for relevant contaminants during work in those locations (when/if these areas are confirmed during detailed design).</p> <p>The monitoring will include collection of samples for analysis from sedimentation control discharge points, visual monitoring of other points of release of construction waters and monitoring of downstream waterways. The frequency of monitoring will be confirmed during detailed design and will be a minimum of once every month at all sites, as well as additional monitoring following wet weather events.</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>	<p>The Proposed Change would not impact on compliance with this measure.</p>	<p>Yes</p>

No.	Mitigation Measure	Discussion	Consistent
B1	<p>A Biodiversity Management Plan will be developed to include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • A Microbat Management Plan by a microbat specialist to be created (prior to construction) • Environmental site inductions • Demarcation of clearing areas and 'No Go' zones through fencing and inclusion in the Construction Environmental Management Plan (CEMP), in accordance with Guide 2: Exclusion zones of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) • Methods of vegetation removal • Protocols for tree clearing including pre-clearing surveys and mitigation measures for any fauna encountered • Erosion and sediment controls including dust suppression and minimisation of dust generation • Rehabilitation methods including management of native and riparian vegetation, weeds, fauna habitat • Weed prevention measures and management of priority weeds within the study area in accordance with Guide 6: Weed management of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) • Regular scheduled litter and waste removal from the study area • Implementation of an unexpected species find procedure, particularly in regard to bridge widenings and microbats • Habitat will be replaced or re-instated in accordance with Guide 5: Re-use of woody debris and bushrock and Guide 8: Nest boxes of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) • Rehabilitation strategy for waterways after the removal of temporary waterway crossing and diversions, including erosion and sediment control, management of flow, stockpile management, stabilisation of bed and banks and revegetation • Any large woody debris to be retained within the retained portions of the study area to provide refuge habitat for invertebrates and reptiles (Guide 5: Re-use of woody debris and bushrock) 	The Proposed Change would not impact on compliance with this measure.	Yes
B2	An ecologist to inspect the study area, including drainage and creek lines and relocate any amphibians prior to and during vegetation clearing	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
B4	Bridge works, as a potential habitat for microbat species, are to be undertaken in accordance with Appendix F of Microbat Management Guidelines (Transport for NSW, 2021a)	The Proposed Change would not impact on compliance with this measure.	Yes
B5	If sediment/ erosion booms are used, they are placed so they do not obstruct fish passage, where possible	The Proposed Change would not impact on compliance with this measure.	Yes
B6	Design of temporary waterway crossings and diversions are consistent with Managing Urban Stormwater: Soils and construction – Volume 1 and 2D (DPIE, 2004) and Policy and Guidelines for Fish Habitat Conservation and Management (DPI, 2013) and Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings (Fairfull, 2003)	The Proposed Change would not impact on compliance with this measure.	Yes
B7	Relocation of native fish by a trained aquatic ecologist if they become stranded as a result of waterway diversions, temporary crossings, or dewatering activities.	The Proposed Change would not impact on compliance with this measure.	Yes
B8	<p>A detailed water monitoring program will be implemented during construction, where site observations are recorded by a suitably qualified person, and will include:</p> <ul style="list-style-type: none"> • Routine inspections of temporary waterway crossings, waterway diversions and dewatering activities • Rapid geomorphic survey, including aquatic macrophyte mapping, bank erosion, channel stability and sediment deposition • Stormwater discharges into the receiving watercourses, including an estimate of flows, visual appearance, and water quality (handheld meter) testing on an opportunistic basis • Visual and olfactory observation of pollution (e.g., oil sheens, coarse debris, odours) • Opportunistic observations of aquatic fauna (e.g. stranded fish). 	The Proposed Change would not impact on compliance with this measure.	Yes
B9	Landscaping to focus on utilising naturally occurring endemic tree and shrub species, in accordance with the updated Landscape Plan for the Westlink M7	The Proposed Change would not impact on compliance with this measure.	Yes
B10	Monitoring and maintenance of all established erosion and sedimentation controls	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
AH1	Aboriginal Site Impact Recording (ASIR) forms will be submitted to the AHIMS Registrar for all Aboriginal sites known to have been destroyed or partially destroyed as a result of the approved project (as indicated in the final approved Indigenous Heritage Archaeology Management Sub Plan (IHMSPP)).	The Proposed Change would not impact on compliance with this measure.	Yes
AH2	An Aboriginal Site Impact Recording (ASIR) form will be submitted to the AHIMS Registrar for Aboriginal site 'MC-2' (45-5-0779), indicating that the site has been destroyed.	The Proposed Change would not impact on compliance with this measure.	Yes
AH3	An Aboriginal Cultural Heritage Management Plan (ACHMP) shall be prepared prior to construction of the proposed modification and included in the Construction Environmental Management Plan (CEMP). An Unexpected Aboriginal Heritage Finds Procedure (UAHFP) will be included in the ACHMP to cover the unanticipated discovery of any actual or potential Aboriginal heritage items. The procedure will cover all Aboriginal objects (as defined by the National Parks and Wildlife Act 1974), including human skeletal remains.	The Proposed Change would not impact on compliance with this measure.	Yes
AH4	All standard environment site inductions prepared for the proposed modification will include an Aboriginal heritage component. At a minimum, this will outline current protocols and responsibilities with respect to the management of Aboriginal heritage within the construction footprint (including unexpected finds) and provide an overview of the diagnostic features of potential Aboriginal site types/ objects.	The Proposed Change would not impact on compliance with this measure.	Yes
AH5	Aboriginal sites located outside of the construction footprint, but directly adjacent to it, will be actively protected during construction via temporary fencing. Fencing is to be installed along relevant sections of the construction footprint and remain in place for the duration of construction works in the vicinity. Where fencing is to be installed along the construction footprint, individual fencing lengths will be determined by a qualified archaeologist on the basis of both a visual inspection of the registered AHIMS site location and critical review of relevant existing data sources (e.g. associated site cards and assessment reports). All relevant staff and contractors are to be made aware of the nature and locations of these sites as part of standard site inductions. All sites will be identified on relevant site plans	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
H1	A Construction Heritage Management Plan, to be included in the CEMP, shall be prepared prior to construction of the proposed modification. The CEMP should include the location of the known heritage items that are within the study area, including the Upper Canal System, details relating to vibration management measures for works in the vicinity of the Upper Canal, and a stop works procedure for unexpected finds.	The Proposed Change would not impact on compliance with this measure.	Yes
LUP1	A survey of all areas to be leased during construction will be completed to document the pre-leased condition.	The Proposed Change would not impact on compliance with this measure.	Yes
LUP2	All areas leased for the modification will be rehabilitated upon completion of construction and restored to their existing condition, or as otherwise agreed with the landowner. This will occur within six months of completion of the construction phase.	The Proposed Change would not impact on compliance with this measure.	Yes
LUP3	Terms and conditions of private land use for construction access will be determined in consultation and agreement with relevant landowners.	The Proposed Change would not impact on compliance with this measure.	Yes
LUP4	Consultation with the relevant utility providers will be undertaken prior to construction to confirm the presence of utilities and refine potential utility adjustments and utility protection measures during detailed design.	The Proposed Change would not impact on compliance with this measure.	Yes
LUP5	The final construction methodology will consider measures required to protect utilities or avoid impacts on these services during construction.	The Proposed Change would not impact on compliance with this measure.	Yes
LV 1	Establish tree protection zones (TPZs) around trees to be retained. Tree protection will be undertaken in accordance with AS 4970-2009 Protection of Trees on Development Sites and will include exclusion fencing of TPZs	The Proposed Change would not impact on compliance with this measure.	Yes
LV 2	Provide well-presented and maintained construction hoarding and site fencing with shade cloth (or similar material) (where necessary) to minimise visual impacts during construction. Hoardings and site fencing will be removed following construction completion.	The Proposed Change would not impact on compliance with this measure.	Yes
LV 3	Provide cut-off or directed lighting within and outside of the construction site, with lighting location and direction considered to ensure glare and light spill is minimised.	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
LV 4	Keep construction areas clean and tidy and place refuse in appropriate receptacles.	The Proposed Change would not impact on compliance with this measure.	Yes
LV 6	<p>While the replacement of trees within the Westlink M7 operational footprint may not be possible due to maintenance requirements, it is recommended to reinstate the visual markers of the creek corridors within the Westlink M7, by:</p> <ul style="list-style-type: none"> • Planting of riparian tree species (such as Melaleuca and Casuarina) on the batters within the central median as they fall towards the lower area at either end of bridges • Planting of areas under bridges within riparian corridors with indigenous species within the Cumberland Plain Riverflat Forest community, including tall shrubs, grasses and groundcovers. Investigate opportunities for additional tree plantings. 	The Proposed Change would not impact on compliance with this measure.	Yes
LV7	Undertake seed collection prior to construction (e.g. within three months of construction contract award, where possible), to source seeds to be used in post-construction rehabilitation. Use native and endemic plant species in post-construction rehabilitation otherwise.	The Proposed Change would not impact on compliance with this measure.	Yes
LV8	Opportunity to enhance green infrastructure and tree planting through the areas adjacent to noise walls and other areas along the edges of the corridor to mitigate impacts from tree removal along the Westlink M7 median. This will be subject to detailed design and also the identification of existing verges/ batters within the Westlink M7 corridor that would be appropriate for tree planting completed as part of the works.	The Proposed Change would not impact on compliance with this measure.	Yes
LV9	Opportunity for Water Sensitive Urban Design to be considered when local drainage conditions are altered throughout the corridor where the gradient and widening conditions require further detail	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
C1	<p>A Soil and Water Management Plan (SWMP) will be implemented during construction and incorporate the following measures:</p> <ul style="list-style-type: none"> • Worker health and safety measures, waste management (including stockpiling) and tracking for contamination • Register of known or suspected areas of contamination (from site investigations) and areas requiring remediation • An unexpected finds procedure to manage previously unidentified chemical or asbestos contamination • Asbestos Management Plan for areas where ACM and/or friable asbestos is likely to be encountered, with the plan including worker health and safety measures • Testing procedures to determine the actual presence of acid sulfate soils prior to ground disturbance activities • Testing procedures to determine the presence of saline soils prior to ground disturbance activities. • Process for testing, treating and discharging water from site to meet applicable water quality limits. • Site-specific Erosion and Sediment Control Plan which will identify detailed measures and controls, that are consistent with the practices and principles in the current guidelines, to be applied to minimise erosion and sediment control risks. These include, but not necessarily limited to: runoff, diversion and drainage points; use of sediment basins and sumps; scour protection; stabilising disturbed areas as soon as possible, check dams, fencing and swales; and staged implementation arrangements • Appropriate management criteria and responses to identify and manage water pollution risks associated with potentially contaminated stormwater • Measures to avoid the discharge of contaminated runoff. The assessment criteria for discharges from contaminated areas would be based on applicable WQOs (refer Table 7.4 of the SWFIA in Appendix G). 	The Proposed Change would not impact on compliance with this measure.	Yes
C5	<p>Prior to ground disturbance in areas of potential inland acid sulfate soil occurrence, testing will be carried out to determine the actual presence of acid sulfate soils. This measure is especially applicable to areas on waterbodies where disturbance of sediments and surrounding soil is to occur. If acid sulfate soils are encountered, they will be managed in accordance with the Acid Sulfate Soil Manual (Acid Sulfate Soil Management Advisory Committee, 1998) and Guidelines for the Management of Acid Sulfate Materials: Acid Sulfate</p>	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
	Soils, Acid Sulfate Rock and Monosulfidic Black Ooze (NSW Roads and Traffic Authority 2005b).		
C6	Prior to ground disturbance in high probability salinity areas, testing will be carried out to determine the presence of saline soils. If salinity is encountered, excavated soils will not be reused, and will be managed in accordance with Book 4 Dryland Salinity: Productive Use of Saline Land and Water NSW DECC, 2008c). Erosion controls will be implemented in accordance with the Managing Urban Stormwater: Soils and Construction Volume 1 (DPIE, 2004).	The Proposed Change would not impact on compliance with this measure.	Yes
SE 1	A Community and Stakeholder Engagement Plan will be implemented for the proposed modification. The plan will describe where information of the proposed modification is available, and contain a complaints management procedure, contact details for the person responsible for managing and resolving complaints, and non-English options.	The Proposed Change would not impact on compliance with this measure.	Yes
CC1	Transport will clearly communicate to construction contractor/s that there is expected to be an increased likelihood of extreme rainfall and wind events occurring during construction. The ordering of materials for, and breadth and scope of implementation of mitigation measures proposed as part of this Modification Report will take this into account. The delivery schedule will allow contingency for potential delays associated with extreme rainfall.	The Proposed Change would not impact on compliance with this measure.	Yes
GG1	GHG emissions will be reduced through the use of GreenPower and/or other renewable energy sources as part of the proposed modification electricity procurement. The proposed modification is targeting 100% renewable energy-sourced electricity for operations, and minimum 20% for construction	The Proposed Change would not impact on compliance with this measure.	Yes
GG2	Solar construction lighting and variable message signs will be utilised during construction	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
GG4	Construction plant and equipment will be well maintained to allow for optimal fuel efficiency	The Proposed Change would not impact on compliance with this measure.	Yes
GG5	Raw materials will be managed to reduce energy requirements for their processing. For example, stockpiled materials will be covered or provided undercover storage where possible to reduce moisture content of materials, and therefore the process and handling requirements	The Proposed Change would not impact on compliance with this measure.	Yes
GG7	E10 bioethanol and B5 biodiesel will be utilised where feasible	The Proposed Change would not impact on compliance with this measure.	Yes
W1	<p>A construction waste and resource management plan (CWRMP) will be prepared prior to construction and outline appropriate management procedures to be implemented during construction. It shall include, but not be limited to:</p> <ul style="list-style-type: none"> • A procurement strategy to minimise unnecessary consumption of materials and waste generation • Identification of the waste types and volumes that are likely to be generated • Adherence to the waste management hierarchy principles of avoid/ reduce/ re-use/ recycle/ dispose • Classification of waste in accordance with the Waste Classification Guidelines (NSW EPA, 2014) • Waste management procedures to manage the segregation, handling, storage and disposal of waste, including unsuitable material or unexpected waste volumes, identification of re-use options for surplus materials, and identification of licensed waste disposal facilities to be used • Identification of reporting requirements and procedures for waste tracking required 	The Proposed Change would not impact on compliance with this measure.	Yes
W2	Wherever feasible and reasonable, construction materials will be sourced locally from within the Sydney region	The Proposed Change would not impact on compliance with this measure.	Yes
W3	<p>A spoil management plan shall be prepared as part of, and in line with the CWRMP. The spoil management plan shall outline appropriate management procedures for the generation, management and importation of spoil. It shall include, but not be limited to:</p> <ul style="list-style-type: none"> • Procedures for testing and classification of spoil • Identification of spoil re-use options • Spoil stockpile management procedures 	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
	<ul style="list-style-type: none"> • Licensed spoil disposal and re-use locations • Imported spoil sources and estimated volumes. 		
W5	<p>Remaining vegetation that is not re-used onsite will be discussed with relevant council(s), Western Sydney Parklands Trust and Landcare groups and other relevant government agencies to determine if hollows, tree trunks, mulch, bush rock and root balls salvaged from native vegetation could be used by others in habitat enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.</p>	<p>The Proposed Change would not impact on compliance with this measure.</p>	Yes
HR1	<p>A Work Health Safety Management Plan (WHSMP) will be prepared for the proposed modification. 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 legislative and industry standard requirements • 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 will have the relevant training and certificates. 	<p>The Proposed Change would not impact on compliance with this measure.</p>	Yes
HR2	<p>Measures to mitigate and manage bushfire risk will be developed and included as part of site-specific 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 accordance with applicable legislation, policy, and Australian Standards.</p>	<p>The Proposed Change would not impact on compliance with this measure.</p>	Yes

No.	Mitigation Measure	Discussion	Consistent
HR3	A Bushfire Emergency Management and Evacuation Plan will be developed for the construction phase. The plan will outline stop work procedures and evacuation routes. The bushfire evacuation procedure within each plan will be completed in accordance with NSW RFS Guide to Developing a Bushfire Emergency Management and Evacuation Plan (2014)	The Proposed Change would not impact on compliance with this measure.	Yes
HR4	Relevant works will be managed under a Hot Work and Fire Risk Work procedure. Where necessary essential hot works may be completed on a day declared to be a Total Fire Ban (TOBAN) providing it complies with the Hot Work and Fire Risk Work procedure exemption from the NSW RFS.	The Proposed Change would not impact on compliance with this measure.	Yes
HR6	An Incident Response Management Plan will be developed and implemented during construction. The response to incidents within the road will be managed in accordance with the memorandum of understanding between Roads and Maritime and the NSW Police Service, NSW Rural Fire Service, NSW Fire Brigade and other emergency services.	The Proposed Change would not impact on compliance with this measure.	Yes
HR7	Consultation with relevant utility providers will be undertaken to confirm the presence of utilities and refine potential utility adjustments and utility protection measures (with a view to avoiding impacts if possible and protecting or adjusting if required) during detailed design. The final construction methodology will consider any special measures required to avoid impacts on these services during construction, where possible.	The Proposed Change would not impact on compliance with this measure.	Yes
HR8	Storage, handling and use of dangerous goods and hazardous substances will 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 would not impact on compliance with this measure.	Yes
HR9	Storage areas for oils, fuels and other hazardous liquids will be located outside of identified floodprone areas identified in Section 6.2.1 of Appendix G (Surface water and flooding assessment). Secure, bunded areas will be provided around storage areas.	The Proposed Change would not impact on compliance with this measure.	Yes
HR10	A register and inventory of dangerous goods and hazardous substances will be kept at each storage location. This register will be maintained as part of an incident response management plan developed for the proposed modification. The register will include Safety Data Sheets which will be obtained for dangerous goods and hazardous substances prior to their delivery onsite and	The Proposed Change would not impact on compliance with this measure.	Yes

No.	Mitigation Measure	Discussion	Consistent
	stored in an accessible place.		
HR11	All hazardous substances will be transported in accordance with relevant legislation and codes, including the Dangerous Goods (Road and Rail Transport) Regulation 2014 and the 'Australian Code for the Transport of Dangerous Goods by Road and Rail' (National Transport Commission, 2020).	The Proposed Change would not impact on compliance with this measure.	Yes
Cu1	Consultation with other project owners, operators, and/ or contractors to understand construction programmes and ensure that conflicting requirements for access, traffic lane closures, high noise and vibration generating activities, and nightworks are avoided or minimised as much as reasonably practical, in order to prevent construction fatigue for local sensitive receptors. Communication with other project owners, operators, and/ or contractors should be an iterative process and continue throughout the construction phase. These management measures to prevent construction fatigue should be captured in the Construction Environment Management Plan (CEMP). They should also be presented in the topic-specific environmental management plans, such as Construction Traffic and Access Management Plan (see Mitigation Measure T1) and Construction Noise and Vibration Management Plan (CNVMP) (see Mitigation Measure NV1).	The Proposed Change would not impact on compliance with this measure.	Yes
Cu2	Clear communication will be undertaken with the community when required, which is coordinated with other projects so that similar projects retain consistent messaging and complaint mechanisms.	The Proposed Change would not impact on compliance with this measure.	Yes

Appendix B Noise and Vibration Assessment Report

Introduction

The TfNSW Construction and Maintenance Noise Tool (TfNSW Noise Tool) has been used to prepare this noise and vibration assessment. 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 has been utilised to assess specific work areas and activities that fall outside of the project study area, where the existing Gate Wave noise assessment tool cannot be used. Outcomes of the noise assessment are considered against noise and vibration impact management requirements the Project's Construction Noise and Vibration Management Plan (CNVMP, reference M712UDC-JOHN HOLLANDRP-M7A-EN-PLN-00000_M12East_CNVMP).

This assessment is for the construction of the Proposed Change. The use of the proposed change is assessed in Section 4 of this consistency assessment report.

Noise assessment methodology

Noise levels were determined by modelling the noise sources and impact distance which was compared with known receiver locations. The predicted noise levels presented in this assessment 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.

One worst-case scenario for access track construction was modelled for activities occurring during day, evening and night periods. The assessment assumed concurrent use of selected equipment. NMLs were selected based on NCAs and nominated NMLs in the M7 Widening Modification Report.

Results

A summary of the results from the noise modelling is presented in Table A1, and includes noise catchment area (NCA), noise management levels (NML), and predicted noise level (PNL) associated with the Proposed Change.

No exceedances of NMLs are predicted during standard construction hours and out of hours periods.

Table A1: Noise assessment results for construction of the access track

Receiver	Receiver Type	Activity	Equipment Modelled	Distance to works (m)	NCA	NML (dB(A))			PNL (dB(A))	NML Exceedance (dB(A))			Additional Mitigation Measures		
						Day	Evening	Night		Day	Evening	Night	Day	Evening	Night
145 Eskdale St	Residential	Site establishment	EWP for cutting the trees. Electric Saw for cutting the tree branches. 13t excavator for earthworks Compactor plate for compaction	383	23	54	46	43	36	-18	-10	-7	-	-	-
Quarter, Major Position, 1/2 Goldsbro Glade, Eastern Creek NSW 2766	Commercial			200	22	70	70	70	43	-27	-27	-27	-	-	-
200 Rooty Hill Rd S, Eastern Creek NSW 2766	School			355	23	55	55	55	36	-19	-19	-19	-	-	-
60 Wallgrove Rd, Eastern Creek NSW 2766	Commercial			445	22	70	70	70	34	-36	-36	-36			
12 William Dean St, Eastern Creek NSW 2766	Commercial			556	22	70	70	70	31	-39	-39	-39	-	-	-

Appendix C Results

AHIMS Search

JBS&G Australia Pty Ltd
Level 1, 50 Margaret St
Sydney New South Wales 2000
Attention: Rachel Gray
Email: rgray@jbsg.com.au

Date: 26 April 2024

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -33.7918, 150.8532 - Lat, Long To : -33.7873, 150.8609, conducted by Rachel Gray on 26 April 2024.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



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

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

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

Important information about your AHIMS search

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.

Appendix D assessment

Ecological

06 June 2024

To	Rachel Gray, Environmental Approvals Consultant – M7M12 Interchange Project
From	Paris Bach, Ecologist/Botanist, Leneco Tel. 0487871599 Email. Paris.bach@leneco.au
Subject	M7 Widening Consistency Assessment Ecological Memo, Construction Access to Great Western Hwy (Infra 27/27.1) (Bridge 18)

1. Introduction

Leneco was commissioned by the John Holland Group (JHG), acting on behalf of Transport for NSW (TfNSW), to conduct an ecological assessment of a construction access to the M7 bridge over the Great Western Hwy (Infra 27/27.1) (Bridge 18). This access is located outside the approved construction footprint for the M7 Widening Project (SSI 663 Mod 6) (Approved Consistency Assessment Construction Footprint (May 2024)), also known as the approved project.

The proposed access track is situated on the eastern (south bound) side of the M7 as illustrated in **Attachment 1**.

This memorandum has been prepared to outline potential ecological constraints and impacts associated with the proposed access track.

2. Assessment and Survey Method

The site was inspected on the 3rd of May 2024 by Paris Bach and Renee Borg. During the inspection, the vegetation composition was assessed to determine if it was contiguous with, and aligned with, the vegetation classes (PCT type and condition class) assigned to vegetation within the approved construction boundary in the BDAR (Niche, 2022), or to a new vegetation class if relevant. The inspection also involved searching for threatened species and their habitats and assessing for hollow-bearing trees. Trees within the site that do not fit into a PCT type identified in the BDAR, were added to the M7 Tree Survey.

This assessment was completed with reference to the Biodiversity Development Assessment Report (BDAR) (Niche, 2022), which was prepared for the approved project and included in the modification report, and the Biodiversity Development Assessment Report Modification (BDAR Modification) (Niche, 2024) prepared to support a Consistency Assessment for a consolidated construction footprint (May 2024) that included additional construction sites and excluding areas within the Modification 6 Report Construction Footprint (January 2022).

3. Results

The results of the site assessment for each site is provided in **Attachment 2**.

The proposed access track will be in existing areas of disturbance along a weed dense paddock on the eastern side of the M7 at the Great Western Hwy Bridge.

The proposed area to be cleared is predominantly weedy and exotic, the middle and under stories only containing 3 native species across the whole site. Three (3) native non-mature *Eucalyptus moluccana* are proposed to be cleared. This entire area is consistent with the vegetation zone labelled N/A Non-PCT vegetation within the BDAR.

The non-PCT identified Eucalyptus trees to be cleared were added to the M7 Tree Register in accordance with Approval Condition D11.

No threatened species were recorded at either or the sites nor was any habitat for threatened species present, such as hollow-bearing trees.

4. Conclusion

The proposed incident response bay sites were confirmed as having the following attributes:

- No clearing of Plant Community Type (PCT) vegetation.
- No habitat for threatened species or threatened species themselves.
- No hollow-bearing trees.

If you have any questions regarding this project or require additional information, please do not hesitate to contact me on mobile 0487871599 or email: paris.bach@leneco.au

Your Sincerely



Paris Bach B. Env Sc.

Ecologist/Botanist, M7 M12 Integration Project

References

Niche. (2022). *Westlink M7 Widening, between M5 and Richmond Road, Biodiversity Development Assessment Report*.

Attachments

Attachment 1 – Site assessment of access track requiring vegetation clearing

Attachment 2- Leneco produced site map

Attachment 1 – Site assessment of access track requiring vegetation clearing

Site ID	M7 Great Western Hwy Bridge (Infra 27/27.1) (Bridge 18) temporary construction access
Location	East of the M7 on Great Western Highway.
Proposed Construction Activities	Clearing vegetation for an Access Track.
Vegetation Clearing Likely?	Yes.
Vegetation composition	<p>There are three (3) Grey Box (<i>Eucalyptus moluccana</i>) within the proposed additional footprint.</p> <p>The mid-storey was dominated by weeds and exotic fruit trees including Cherry Plum (<i>Prunus cerasifera</i>), Large Leaf Privet (<i>Ligustrum lucidum</i>), Small Leaf Privet (<i>Ligustrum sinense</i>), Callery Pear (<i>Pyrus calleryana</i>). Bleeding heart (<i>Homalanthus populifolius</i>) a native species was identified within the stratum as well.</p> <p>The ground cover was dominated by exotic grasses and weeds including: Rhodes Grass (<i>Chloris gayana</i>), Clover (<i>Trifolium spp.</i>), Plantain (<i>Plantago lanceolata</i>), Purple Top (<i>Verbena bonariensis</i>), Spear Thistle (<i>Cirsium vulgare</i>), Narrow-leaved Cotton Bush (<i>Gomphocarpus fruticosus</i>), Cobblers Pegs (<i>Bidens pilosa</i>), Dallis Grass (<i>Paspalum dilatatum</i>), Fireweed (<i>Senecio madagascariensis</i>) (WONS), Sticky Nightshade (<i>Solanum sisymbriifolium</i>), Black Nightshade (<i>Solanum nigrum</i>), African Lovegrass (<i>Eragrostis curvula</i>), Blackberry (<i>Rubus fruticosus</i>) (WONS), Jungle Rice (<i>Echinochloa colona</i>), Foxtail Grass (<i>Setaria viridis</i>). Native species included Soft Bracken Fern (<i>Calochlaena dubia</i>), Slender Knotweed (<i>Persicaria decipens</i>).</p>
Equivalent to vegetation class mapped in the BDAR	N/A Non-PCT vegetation
Justification for vegetation class	The vegetation within this site consists of very minimal native species, with the three (3) Eucalypt trees being the most significant species to be cleared. These are non-mature planted trees with no fauna habitat present. The rest of the site consisted of non-native vegetation that is dominated by exotic species. This did not fit into any mapped PCT's within the BDAR or within the current State Vegetation Type Map.
Photo	<p>Eucalypt trees to be removed:</p> 

Attachment 2- Leneco produced site map



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M7 Widening- Great Western Highway CA Site Map

- Approved M7 Construction Footprint (May 2024)
- Subject Site

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