Westlink M7 Widening

Division 5.2 Approval

Consistency assessment report

Proposed changes to the approved construction footprint - tranche 2

Transport for NSW | May 2024

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Revision	Date	Prepared by	Reviewed by
Rev 1	05/12/23	[redacted]	
Rev 2	06/02/24		
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Rev 5	04/04/2024		
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Appendix A	Environmental constraints map figure series
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Terms

Westlink M7	The Western Sydney Orbital project (DPE reference number SSI-663)
Approved project	Modification 6 (SSI-663-Mod-6), also referred to as M7 Widening. 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.
Proposed change	The proposed changes to the Approved project that are subject to this consistency assessment

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 EIS 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 approved project 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 approved project).

The approval of Modification 6 incorporated revised conditions of approval (CoA). Modification 6 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 6 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 approved project is referred to as the Division 5.2 Approval.

Transport is proposing to amend the construction footprint of the approved project. Since approval of the Modification 6 Report, changes to the construction footprint have been identified. These changes are required to provide sufficient land to facilitate safe site access for construction activities, laydown areas,

traffic control measures and extended areas where earthworks and/or milling and resheeting are required to tie in the approved project to the existing M7 Motorway.

A description of the approved project is provided in section 1.2 and a description of the proposed change is discussed in section 2.

1.2 The approved project description

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

The approved 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 are required to facilitate construction of the approved 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 asphalting the carriageway surface, line marking, signage, permanent barriers and median infill, installation of communications infrastructure and landscaping treatments.

1.3 Purpose of 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

The proposed change includes amendments to the approved project construction footprint at 18 discrete sites identified as part of detailed construction planning. Further construction planning has revealed that additional space outside of the approved construction footprint is required to carry out approved construction activities identified in Modification 6. Additionally, during detailed design, it was determined that an additional maintenance bay would be required at site 41 to allow for vehicles to safely stop. Beyond this new maintenance bay, the proposed change would not introduce any new design elements or new construction activities.

Additionally, construction planning revealed areas within the approved construction footprint where vegetation clearing is no longer required. Therefore, several areas that were identified as requiring biodiversity offsets in the Modification 6 Report are no longer required and would be included as exclusion zones in the CFFMP (see Appendix A).

Details of the proposed change are outlined in Table 2-1 and the location of each of the sites is depicted in the figure series attached as Appendix A.

Table 2-1 Proposed change description

Category	Reason for additional area	Description of activities	Site ID
Boundary realignment for construction access	Bridge construction	• Clearing and earthworks (including temporary piling platforms, access tracks, temporary ramps etc.) • Piling and foundation works • Construction of concrete structures – abutments, piers and headstocks	18, 19, 20a, 20d, 23, 35, 55, 75, 79, 80
	Bridge construction and laydown	• Bridge girder placement and installation • Bridge deck construction • Parapet construction • Installation of Intelligent Transport Systems, electricals, lighting and stormwater drainage • Backfill of structures • Pavement tie-in works • Final landscaping and remediation • Material storage for above for sites that include laydown.	11a
	Noise wall construction	• Initial clearing and earthworks (including installation of temporary working platforms, access tracks, temporary ramps etc.) • Temporary traffic control depending on access arrangements • Foundation works (excavator mounted augering and/or piling pending the design) • Installation of concrete in poles • Installation of panels • Painting • Landscaping.	1b, 11a, 41, 44, 112

Category	Reason for additional area	Description of activities	Site ID
	Earthworks for lane widening	• Initial clearing and earthworks (including installation of temporary working platforms, access tracks, temporary ramps etc.) • Temporary traffic control depending on access arrangements	41
Boundary realignment for roadworks	Milling and re-sheeting	• Profiling of existing asphalt wearing course on the motorway • Spraying bituminous tack coat • Placing new asphalt wearing course.	1b, 11a, 32, 78
	Traffic control	• Vegetation trimming • Temporary line marking installation and removal • Temporary signage installation and removal • Installation of new permanent signage.	1b, 11a
Boundary realignment for safety compliance	Maintenance bay construction	• Initial clearing and earthworks (including installation of construction pads and embankments) • Heavy vehicle movements to remove excavated material • Profiling works to prepare for laying of asphalt • Installation of asphalt • Linemarking • Pavement tie-in works.	45

The total construction footprint of the approved project (including construction ancillary facilities and offset areas no longer required that would be excluded from the construction footprint) is around 144 hectares (ha). The total additional area required for the proposed change is around 10 ha. Therefore, the proposed change would result in the construction footprint increasing by around 7 per cent.

2.2 Need

Since project approval, further detailed construction planning has resulted in the identification of 18 locations along the approved construction footprint that require adjustments. The construction footprint of the approved project did not allow sufficient area for essential construction activities to occur safely. Therefore, these adjustments are necessary to allow for the efficient and safe construction of the approved project, and specifically are needed to support:

- **Boundary realignment for construction:** The approved construction footprint for the approved project did not allow sufficient space for construction activities and laydown areas that were identified in the Modification 6 Report. For example, the construction boundary defined in the Modification 6 Report did not provide area for access to noise wall sites, nor did it provide area for construction works and laydown to occur at these sites. Additionally, at a number of locations along the approved project boundary, there is a misalignment between the approved construction footprint and the existing M7 road corridor. Therefore, amendments to the construction footprint are required to align the approved construction footprint with the actual M7 road corridor and deliver approved project elements.
- **Boundary realignment for roadworks:** Detailed construction planning revealed that additional land adjacent to the construction footprint is required for roadworks that tie in the approved project to existing Westlink M7 infrastructure. For example, the addition of site 1b will allow enough space to tie in the approved project with the existing network of roads that connect to the South-West Motorway (M5). Additionally, extra land adjacent to the construction footprint is required for the establishment of traffic control measures to comply with relevant safety standards. These traffic control measures and

additional land are required to ensure adequate safety for road users and construction workers throughout the construction of the approved project.

Table 2-2 provides further detail on the justification for each proposed change site.

Table 2-2 Proposed change site justification

Site ID	Need
1b	Additional land is required south of the approved project to support roadworks that would tie in the approved project to the South-West Motorway (M5). Additional land is also required on the eastern side of the Westlink M7 to allow adequate space for the safe construction of the Skipton Lane noise wall which forms part of the approved project. Additional land adjacent to the construction footprint is also required for the establishment of traffic control measures to comply with relevant safety standards. These measures include but are not limited to temporary line marking, the erection and dismantling of temporary signage, and the installation of new permanent signage. These traffic control measures and additional land are required to ensure adequate safety for road users and construction workers throughout the construction of the project.
11a	The construction footprint of the approved project did not allow sufficient space to safely access the Maxwells Creek 2 bridge (B9821) to complete the approved works at this location. Additional land is required for the safe and efficient access to Maxwells Creek 2 bridge (B9821) located adjacent to site 11a. Additional land adjacent to the construction footprint is also required for the establishment of traffic control measures to comply with relevant safety standards.
18 and 19	The construction footprint of the approved project did not allow sufficient space to safely access the eastern side of Cabramatta Creek bridge (B9827) to complete the approved works at this location. Additional land is required for the safe and efficient access from the eastern side of the bridge.
20a	The construction footprint of the approved project did not allow sufficient space to safely access the western side of Cabramatta Creek bridge (B9826) to complete the approved works at this location. Additional land is required for safe and efficient access from the western side of the bridge.
20d	The construction footprint of the approved project did not allow sufficient space to safely access the southern side of the Hoxton Park Road/Wilson Road/Hinchinbrook Creek bridge (B9829) to complete the approved works at this location. Additional land is required for safe and efficient access from the southern side of the bridge.
23	The construction footprint of the approved project did not allow sufficient space to safely access the northern side of the Hoxton Park Road/Wilson Road/Hinchinbrook Creek bridge (B9830) to complete the approved works at this location. Additional land is required for safe and efficient access from the northern side of the bridge.
32	The construction footprint of the approved project at this location did not encompass the full width of the existing Westlink M7. Additional land is required near the Cowpasture Road exit ramp to support roadworks that would tie in the approved project to the Cowpasture Road exit ramp.

Site ID	Need
	Additional land adjacent to the construction footprint is also required for the establishment of traffic control measures to comply with relevant safety standards. These measures include but are not limited to temporary line marking, the erection and dismantling of temporary signage, and the installation of new permanent signage. These traffic control measures and additional land are required to ensure adequate safety for road users and construction workers throughout the construction of the project.
35	The construction footprint of the approved project did not allow sufficient space to safely access the western side of the Cowpasture Road bridge (no bridge ID number) to complete the approved works at this location. Additional land is required for safe and efficient access from the southern side of the bridge.
41	The construction footprint of the approved project did not allow sufficient space to safely access the western side of the Aviation Road bridge (B9839) to complete the approved works at this location. Additional land is required for safe and efficient access from the western side of the bridge. Additional land is also required on the western side of the Westlink M7 to allow adequate space for the safe construction of the Middleton Grange noise wall and extension of noise wall #18, which forms part of the approved project.
44	Additional land is required on the eastern side of the Westlink M7 to allow adequate space for the safe construction of the Elizabeth Hill noise wall, which forms part of the approved project.
45	A permanent maintenance bay would need to be constructed on the northbound side of the Westlink M7 at the location of this proposed change site. The maintenance bay provides designated areas for road maintenance crews to perform various tasks such as inspections, repairs, and emergency responses without impeding traffic flow or compromising safety. The maintenance bay also provides a safe location for vehicles experiencing mechanical issues to safely stop while they wait for assistance. The need for a maintenance bay was identified during detailed design and additional land is required to construct and operate the maintenance bay at this location.
55	The construction footprint of the approved project did not allow sufficient space to safely access the western side of the Saxony Road bridge (B9853) to complete the approved works at this location. Additional land is required for safe and efficient access from the western side of the bridge.
75	The construction footprint of the approved project did not allow sufficient space to safely access the western side of the Reedy Creek bridge (B9870) to complete the approved works at this location. Additional land is required for safe and efficient access from the western side of the bridge. Additional land is also required for the safe access and egress to the construction compound located between Wallgrove Road and the adjacent northbound exit ramp that connects to Mini Link Road.

Site ID	Need
78	Additional land adjacent to the construction footprint is required to account for areas that were identified for milling and resheeting and for the establishment of traffic control measures to comply with relevant safety standards. These measures include but are not limited to temporary line marking, the erection and dismantling of temporary signage, and the installation of new permanent signage. These traffic control measures and additional land are required to ensure adequate safety for road users and construction workers throughout the construction of the project.
79	The construction footprint of the approved project did not allow sufficient space to safely access the western side of the Reedy Creek tributary bridge (B9873) to complete the approved works at this location. Additional land is required for safe and efficient access from the western side of the bridge.
80	The construction footprint of the approved project did not allow sufficient space to safely access the western side of the Reedy Creek bridge (B9870) and the adjacent construction compound to complete the approved works at this location. Additional land is required for safe and efficient access to these areas from the Wallgrove Road.
112	Additional land is required on the western side of the Westlink M7 to allow adequate space for the safe construction of the noise wall #33, which forms part of the approved project.

2.3 Options and alternatives

Following the identification of the need to increase the previously approved construction footprint, a preliminary constraints analysis was carried out. This analysis aimed to identify potential environmental and social constraints that might be affected by the increased construction footprint. Subsequently, a series of workshops were convened, focusing on a review of both the constraints analysis and the proposed construction methodology at each additional site.

The primary focus of these workshops was to:

- Review the outcomes of the constraints analysis
- Optimise and refine the extent of the construction footprint.

Central to these discussions was the need to strike a balance between allowing suitable space to construct the project and minimising potential impacts on the environment and local communities. During the workshops, special attention was given to areas identified as environmentally sensitive, particularly those containing endangered ecological communities. Various construction options were considered, including the re-evaluation of construction methodologies, the use of different plant and equipment, optimising access for construction, and reassessing the construction schedule.

These efforts culminated in the avoidance and minimisation of impacts to a number of highly constrained areas. This resulted in a reduction of the extent of the construction footprint from what was originally proposed, a reduction in the extent of vegetation clearance required, and a reduction in impacts to endangered ecological communities.

2.4 Clarifications

2.4.1 Discrepancies between the approved construction footprint and biodiversity survey area

As part of the work on this consistency assessment, it has been identified that the biodiversity survey area used in the preparation of the Biodiversity Development Assessment Report (BDAR) for Modification 6 had some discrepancies with the approved construction footprint for Modification 6 (January 2022). As a result of this, there are areas within the approved construction footprint that were not assessed in the BDAR. Similarly, there are areas assessed in the BDAR that are outside of approved construction footprint.

To address this, an updated BDAR would be prepared to fully encompass the approved construction footprint (which includes boundaries that form part of approved environmental assessment documents (EAD) outlined in Section 4), in addition to the proposed change sites considered in this consistency assessment. The updated BDAR would also be prepared to inform compliance with CoA D3 which states that impacts to plant community types (PCTs) must not exceed those identified in the Modification 6 report unless otherwise approved by the Planning Secretary. In requesting the Planning Secretary's approval, an assessment of the additional impact(s) to PCTs and an updated ecosystem and / or species credit requirement under Condition D4 must be provided. This assessment has been completed and would be documented in the updated BDAR.

Transport is consulting with the NSW Department of Planning, Housing and Infrastructure (DPHI) regarding the BDAR footprint discrepancies (in addition to the impacts of the proposed change). The updated BDAR would be provided to DPHI and a new BAM-C calculator has been prepared to calculate any additional offset obligations including updated ecosystem and / or species credits.

Areas of the approved construction footprint that were not assessed in the BDAR

Areas of the approved construction footprint that weren't assessed in the BDAR predominantly comprise the M7 carriageway and sections of the road verge consisting of grassed areas and planted street trees. There are however a number of areas that contain vegetation conforming to a PCT.

The principal of avoidance and minimisation is considered the first step that must be considered under the *Biodiversity Conservation Act 2016* (BC Act), and is the first step, and most important, of the Biodiversity Assessment Method (DPIE, 2020). As such, all areas of potential biodiversity value were reviewed by the construction contractor to determine whether impacts could be avoided. Where areas can be avoided, these have been marked as exclusion zones and the Sensitive Aerial Vegetation Mapping in Appendix J of the Construction Flora and Fauna Management Plan (CFFMP) will be updated accordingly. PCTs in areas that cannot be avoided and would be impacted by the construction of the approved project would be assessed in the updated BDAR and BAM-C updates.

Table 2-3 below outlines the impacts to PCTs identified in the Modification 6 BDAR and compares those impacts against the actual impacts of Modification 6 (e.g. taking into consideration the areas that were not assessed in the BDAR). Appendix E provides updated PCT mapping for the approved project footprint and identifies the exclusion areas nominated by the construction contractor.

Table 2-3 PCT impacts associated with the BDAR footprint discrepancies

PCT ID and name	Condition	Construction footprint (ha)			
		Modification 6 BDAR impacts (ha)	Actual impacts of Modification 6 (ha)	Difference in impacts (ha)	Increase / decrease
724: Castlereagh shale – gravel transitional forest	Moderate	0.11	0.12	0.01	Increase

PCT ID and name	Condition	Construction footprint (ha)			
		Modification 6 BDAR impacts (ha)	Actual impacts of Modification 6 (ha)	Difference in impacts (ha)	Increase / decrease
725: Castlereagh Ironbark Forest	Moderate	0.08	0.09	0.01	Increase
835: Cumberland riverflat forest	Poor*	0.10	0.09	-0.01	Decrease
	Low	0.74	0.84	0.10	Increase
849: Cumberland shale hills woodland (low), vegetation zone 4	Poor*	2.37	0.88	-1.49	Decrease
	Low	0.58	0.54	-0.04	Decrease
	Moderate	0.00	0.00	0.00	No change
850: Cumberland shale hills woodland (low), vegetation zone 4	Low	0.70	0.29	-0.41	Decrease
	Moderate	0.13	0.00	-0.13	Decrease
1737: Typha rushland	Moderate	0.09	0.10	0.01	Increase
	High	0.01	0.01	0.00	No change
1800: Cumberland Swamp Oak riparian forest	Poor*	0.56	1.08	0.52	Increase
	Low	0.68	0.60	-0.08	Decrease
	Moderate	1.33	0.98	-0.35	Decrease
Total PCT		**7.48**	**5.62**	**-1.84**	**Decrease**
Area PCT requiring offsetting		**4.45**	**3.57**	**-0.86**	**Decrease**

* Shaded rows indicate PCT vegetation classes that do not require biodiversity offsets based on poor condition class.

As identified in Table 2-3, the discrepancy of the Modification 6 BDAR footprint when compared with the approved project construction footprint meant that the actual impacts on PCT were overstated in the BDAR by 1.84 ha. With impacts on PCT areas that require offsetting overstated in the BDAR by 0.86 ha.

Areas assessed in the BDAR that are outside of the approved construction footprint.

Areas of the Modification 6 biodiversity survey area that are outside of the approved project construction footprint and the proposed change construction footprint would be used to reconcile/offset some of the vegetation impacts that would result from the proposed change as these areas would not be impacted by construction. This will be documented in the updated BDAR.

See section 4.2 and Appendix B for further details.

Increase in PCT area following approval of tranche 1 consistency assessment (December 2023)

The consistency assessment titled "*Westlink M7 Widening. Division 5.2 Approval. Consistency assessment report. Changes to the approved construction footprint"* dated December 2023 (tranche 1 consistency assessment), was approved on the basis that no additional impacts to PCT vegetation would occur. However, following approval of the tranche 1 consistency assessment, updated PCT mapping for this tranche 2 consistency assessment, showed the approved EAD construction footprint included 0.11 ha of PCT vegetation at two sites:

- Site 9 of the tranche 1 consistency assessment, which provides an access from Ash Road, Hoxton Park to Maxwell Creek, includes the additional area of PCT 724 (moderate) vegetation. The additional area of PCT vegetation only intersects site 9 due to overhanging vegetation, the base of which is located outside the construction footprint. As stated in the tranche 1 consistency assessment impacts to PCT vegetation at site 9 "would be limited to the pruning of overhead vegetation to enable access". However, potential impacts to PCT areas at this site have now been accounted for as part of this consistency assessment to provide a conservative approach
- Site 20c of the tranche 1 consistency assessment, which provides access along Yarato Road (existing M7 maintenance access), includes an area of 0.06 ha of PCT 1800 (moderate) vegetation. As stated in the tranche 1 consistency assessment, no clearing was proposed within this site and the areas of 0.06 ha of PCT 1800 (moderate) is included in the exclusion zones under the consolidated construction footprint.

2.4.2 Modification 6 BDAR inconsistency

During the course of updating the BDAR for this consistency assessment, a minor discrepancy between Table 19 of the BDAR and the BDAR mapping shapefiles was identified. The difference of these areas is presented in Table 2-4 (the shaded cells).

With reference to Table 2-4, the following is noted:

- The 0.01 ha of PCT 850 (low) is likely to be a rounding issue
- The 0.58 ha of PCT 1800 (poor) is inconsequential in terms of credit offset liability as this vegetation zone does not require offsetting under the Biodiversity Assessment Method (BAM) (i.e. the vegetation integrity score of the zone is below 15)
- The differences for PCT 835 (low), PCT 1800 (low) and PCT 1800 (moderate) are attributed to a transcription error
- All areas identified in the difference column were ground truthed and surveyed as part of the updated BDAR.

Based on a review of the BDAR and associated shapefiles and mapping, Niche Environment and Heritage (Niche) confirmed the shapefiles and mapping are correct and the area calculations provided in Table 19 of the BDAR are incorrect.

The updated BDAR would account for the adjusted PCT areas based on the work undertaken for this consistency assessment.

Table 2-4 PCT differences between BDAR and shapefile

PCT type	Condition	BDAR Table 19 (ha)	BDAR Shapefile (ha)	Difference (ha)
724: Castlereagh shale – gravel transitional forest	Moderate	0.11	0.11	0.00
725 Castlereagh Ironbark forest	Moderate	0.08	0.08	0.00
835 Cumberland riverflat forest	Poor	0.10	0.10	0.00
	Low	0.74	0.80	0.06
849 Cumberland shale plains woodland	Poor	2.37	2.37	0.00
	Low	0.58	0.58	0.00
850 Cumberland shale hills woodland	Low	0.70	0.71	0.01

PCT type	Condition	BDAR Table 19 (ha)	BDAR Shapefile (ha)	Difference (ha)
	Moderate	0.13	0.13	0.00
1737 Typha rushland	Moderate	0.09	0.09	0.00
	High	0.01	0.01	0.00
1800 Cumberland Swamp Oak riparian forest	Poor	0.56	1.14	0.58
	Low	0.68	0.7	0.02
	Moderate	1.33	1.45	0.12
Total PCT		**7.48**	**8.27**	**0.79**

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 will be carried out with the community and relevant stakeholders. This will be done 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 is as follows:

https://www.m7m12integrationproject.com.au/jhg/m7-m12-integration-project

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

https://www.transport.nsw.gov.au/projects/current-projects/project-documents-m12-motorway

4. Environmental assessment

A consistency assessment has been completed to assess the environmental impacts of the proposed change relative to the environmental impacts of the approved project. This includes reference to environmental impacts detailed in the EAD comprising:

- Westlink M7 Widening Modification 6 Report prepared by Transport for NSW and dated August 2022
- Westlink M7 Widening Submissions Report prepared by Transport for NSW and dated November 2022
- M7 Widening (Modification 6) Minor Consistency Assessment. Minor consistency assessment for proposed change to the M7 Widening – Construction incident response bays and dated December 2023
- Westlink M7 Widening. Division 5.2 Approval. Consistency assessment report. Changes to the approved construction footprint prepared by Transport for NSW and dated December 2023.

4.1 Screening assessment

A screening exercise has been completed in Table 4-1 to consider the potential environmental impacts of the proposed change requiring detailed environmental assessment within this consistency assessment. Relevant environmental management measures and CoA are identified in section 5 of this consistency assessment.

Table 4-1 Applicable environmental factors

Environmental factor	Comment	Detailed discussion in consistency assessment?	
Biodiversity	The proposed change would result in impacts to vegetated and non-vegetated areas that were not assessed as part of the EAD. Biodiversity impacts are discussed in detail in section 4.2 of this consistency assessment and Appendix B (ecology memo).	Yes	☒
		~~No~~	☐
Traffic and transport	The proposed change would result in traffic and transport impacts due to the following aspects: • Impact on traffic due to milling and resheeting of additional areas of the existing M7 • Additional traffic control measures within the existing M7 to manage construction works • Modified or additional construction access routes • Additional impacts to the existing M7 shared path and cycleways. Traffic and transport impacts are discussed in detail in section 4.3 of this consistency assessment.	Yes	☒
		~~No~~	☐

Environmental factor	Comment	Detailed discussion in consistency assessment?	
Noise and vibration	The proposed change would increase the construction footprint beyond what was assessed in the EAD. As a result, in some cases construction activities would extend closer to sensitive receivers. No changes to the timing, equipment or methodology of the approved project are anticipated. Noise and vibration impacts are discussed in detail in section 4.4 of this consistency assessment and Appendix D (noise and vibration memo).	Yes	☒
		~~No~~	☐
Land use and property	Areas outside of the construction footprint assessed for the EAD would be required for the proposed change. Land use and property impacts are discussed in detail in section 4.5 of this consistency assessment.	Yes	☒
		~~No~~	☐
Soils and contamination	The proposed change would require ground disturbance in areas that were not assessed as part of the EAD. Impacts related to soils and contamination are discussed in further detail in section 4.6 of this consistency assessment.	Yes	☒
		~~No~~	☐
Aboriginal cultural heritage	An Aboriginal Heritage Information Management System (AHIMS) search was performed on 10 October 2023 and found 10 sites to be located within or immediately adjacent (i.e. within 50 metres) of the proposed change (see Appendix C). Additionally, works that would occur at sites 18, 20a, 41 and 75 are located in areas immediately adjacent to watercourses, which are considered to be potentially archaeologically sensitive. As such impacts related to Aboriginal heritage are discussed in further detail in section 4.7 of this consistency assessment.	Yes	☒
		~~No~~	☐
Surface water and groundwater	Milling and resheeting, earthworks and the use of additional areas for haulage and access would be required as part of the proposed change. These activities may result in erosion of soil and sedimentation of waterways, which may cause changes to local surface water and groundwater conditions if not managed correctly. Several proposed change sites are located adjacent to watercourses, therefore impacts to surface water and ground water are discussed in detail in section 4.8.	Yes	☒
		~~No~~	☐

Environmental factor	Comment	Detailed discussion in consistency assessment?	
Hydrology and flooding	Construction activities have the potential to change flood behaviour and impact on the surrounding environment. In addition, flooding has the potential to impact on construction areas within and near the construction footprint (i.e. potential inundation of the construction footprint). Several proposed change sites intersect and/or are located adjacent to watercourses. As such impacts to hydrology and flooding are discussed in detail in section 4.9.	Yes	☒
		~~No~~	☐
Social	The proposed change may impact social aspects such as way of life, community, accessibility, health and wellbeing, surroundings, and livelihoods. Key social impacts that were identified for the approved project include: • Leasing land from landowners for construction ancillary facilities resulting in a temporary loss of land • Lane closures, detours and an increase in construction traffic would decrease road network performance and add traffic volumes to surrounding roads in the social locality • Changes to the shared path could cause travel disruptions, increase travel durations, decrease safety, deter the use of active transport options and affect movement patterns and accessibility if not managed appropriately. Social impacts associated with the proposed change may occur due to the extension of the construction footprint, that would require additional leasing of land and work sites to occur closer to the community or in additional locations that may interrupt the local way of life. The additional leasing of land would not result in any additional impacts as discussed in section 4.5. All areas leased for the proposed change would be rehabilitated upon completion of construction and restored to their existing condition, or as otherwise agreed with the landowner. This would occur within six months of completion of the construction phase (in accordance with mitigation measure LUP2). Additionally, terms and conditions of private land use for construction access will be determined in consultation and agreement with relevant landowners (in accordance with LUP3). Any impacts associated with construction activities occurring in closer proximity to the community such as those associated with health and wellbeing and livelihoods (i.e. air quality impacts and noise and vibration), would be appropriately managed by the mitigation measures outlined in the EAD and relevant CoAs (see section 5). Impacts to the shared path are discussed in section 4.3.	~~Yes~~	☐
		No	☒

Environmental factor	Comment	Detailed discussion in consistency assessment?	
	Additionally, as stated in section 3, ongoing consultation will be carried out with the community and relevant stakeholders, which would include a complaints management system. If approved, details on the proposed change would be made available by Transport for the community to view online via the Transport website. As such, the social impact of the proposed change are expected to be minor in comparison to the approved project and consistent with those outlined in the EAD .		
Landscape character, visual amenity and urban design	Landscape character and visual impacts associated with the proposed change would be temporary and viewpoints are the same as those described in the EAD. The additional area associated with the proposed change would be located within an existing road corridor or adjacent to the approved construction footprint of the approved project. The landscape character and visual amenity impacts detailed in the EAD remain consistent for the proposed change. These impacts include: • Earthworks and dust dispersal • Vegetation pruning • Stockpiling of materials and storage • Presence of temporary structures and noise barriers • Hoardings • Ancillary facilities • Increased vehicle movements and personnel in the area. The removal of vegetation as a result of the proposed change would impact landscape character and visual amenity due to reductions in canopy cover. However, as discussed in the EAD, clearing and tree planting (i.e. final trees to be removed and planted) will be finalised during detailed design. The removal of trees due to the proposed change would be undertaken in accordance with CoA D11 and D12, which requires that the approved project result in a net increase in tree numbers and canopy with an aim to enhance the relevant council's position in respect of the Sydney Green Grid, unless otherwise agreed by the Planning Secretary. Thus, the landscape character and visual amenity impacts associated with the removal of trees due to the proposed change would be temporary and minor in magnitude when compared to the approved project. Thus, the proposed change is considered consistent with the approved project.	~~Yes~~ No	☐ ☒

Environmental factor	Comment	Detailed discussion in consistency assessment?	
	Management measures for landscape character, visual amenity and urban design identified in the EAD are considered appropriate for the proposed change.		
Non-Aboriginal heritage	The proposed change does not intersect the curtilages of any heritage listings on relevant local environmental plans (LEPs), the State heritage register, section 170 registers, the Commonwealth, National or World heritage lists. The nearest non-Aboriginal heritage item to a proposed change area is the heritage item 'House - Alroy', which is listed on the Blacktown LEP 2015 (#I57). The item is located 330 metres west of site 112. Works proposed at site 112 involve a boundary realignment for noise wall construction. There is low potential for impacts to the heritage item 'House - Alroy' through changes to visual setting as the heritage item is over 330 metres from the proposed change. Any visual impacts as a result of the proposed change would be negligible in comparison to the approved project, and consistent with the assessment in the EAD. Therefore, it is not anticipated any impacts would occur to listed non-Aboriginal heritage items. The proposed change would follow management measures outlined in the EAD and relevant CoAs, therefore additional impacts to non-Aboriginal heritage are not expected.	~~Yes~~	☐
		No	☒

Environmental factor	Comment	Detailed discussion in consistency assessment?	
Air quality	Air quality impacts from the proposed change may be a result of the following types of emission: • Dust emission • Combustion emissions • Odour emissions. Air quality impacts associated with the proposed change would likely be caused by activities already assessed as part of the approved project such as milling, resheeting and tracking of vehicles causing emissions. There are no new activities associated with the proposed change and the frequency of these activities would remain similar to what was assessed in the EAD. However, he the proposed change would result in works occurring closer to sensitive receivers at several locations along the construction footprint, exacerbating air quality impacts. The EAD found that dust emissions from the construction phase of the approved project poses a high-risk to human health and a medium risk to ecological receptors prior to the implementation of mitigation measures. It found that combustion emissions are unlikely to make a significant impact on local air quality given the typically transitory nature of construction traffic as well as use of mobile and stationary plant equipment. It also found that odour risks associated with the approved project are considered unlikely as the chances of intercepting potential sources of odour are extremely low. Although the proposed change would result in works occurring closer to sensitive receivers, it is anticipated that any changes in air quality impacts would be minor in magnitude when compared to the approved project. Therefore, the mitigation measures outlined in the EAD would appropriately manage the impacts posed by the proposed change, especially considering there are no new activities associated with the proposed change.	~~Yes~~	☐
		No	☒

Environmental factor	Comment	Detailed discussion in consistency assessment?	
Waste	Construction waste impacts are associated with the generation of waste and management of this waste. No new waste types would be generated by the proposed change as the equipment and methodology is consistent with the approved project. Where additional volumes of waste are produced by activities related to the proposed change (such as milling and resheeting), this waste would be appropriately disposed of and managed in accordance with the Construction Waste and Resource Management Plan developed for the approved project. The waste impacts that result from the proposed change would be minor in nature in comparison to the wider Project. The proposed change would follow management measures outlined in the EAD and relevant CoAs. Additional waste related impacts are not expected.	~~Yes~~	☐
		No	☒
Sustainability	As the proposed change would not result in changes to the timing, equipment or methodology of the approved project, relevant sustainability aims and objectives still apply. Key policies, goals and guidelines that have directed the consideration and integration of sustainability into the construction and assessment of the approved project, have similarly directed the proposed change. The proposed change would not prevent the achievement of an 'excellent' *as built* rating under the Infrastructure Sustainability Council Infrastructure 1.2 rating tool, as required by CoA D77. As such, there are no additional sustainability impacts or considerations associated with the proposed change over and above those identified in the EAD.	~~Yes~~	☐
		No	☒
Climate change and greenhouse gas	The key climate change risks for the approved project are those related to extreme rainfall and flooding. Additionally, increased greenhouse gas emissions as a result of the approved project are a factor that could potentially contribute to climate change risks. Potential climate change risks and increases in greenhouse gas emissions associated with the proposed change would be minor in nature in comparison to the approved project. As such, there are no additional climate change and greenhouse gas impacts associated with the proposed change over and above those identified in the EAD.	~~Yes~~	☐
		No	☒

Environmental factor	Comment	Detailed discussion in consistency assessment?	
Hazard and risk	Hazard and risk construction impacts include potential impacts on the local population's health and safety, including workplace and environment hazards, road and pedestrian safety, bushfire risk and dangerous good handling risks. As the proposed change intends to improve construction and traffic safety, through measures such as providing sufficient area for traffic control measures, it is expected that hazard and risk construction impacts of the proposed change would be beneficial. Thus hazard and risks associated with the proposed change would be consistent, if not reduced when compared with those associated with the approved project, and therefore the EAD. The proposed change would follow management measures outlined in the EAD and relevant CoAs. Additional hazard and risk related impacts are not expected.	~~Yes~~	☐
		No	☒
Cumulative	The magnitude of impact and additional area required for the proposed change would not impact upon other projects in the surrounding area. The environmental aspects assessed as part of this report are considered to be consistent with the cumulative impacts discussed in the EAD. The following projects have been added for consideration, as they are major projects that have been approved since the publication of the EAD may overlap with or occur in close proximity to the proposed change: • Western Sydney Green Gas Project (SSD-10313) – 194 - 202 Chandos Road, Horsley Park, NSW • Rooty Hill Materials Recycling Facility (SSD-29999239) - 600 Woodstock Avenue, Rooty Hill, NSW. Interagency communication between government departments undertaking work in the area would manage cumulative impacts with the aim of combining messages when possible and minimising impacts to the local community. Additionally, as required by mitigation measure Cu1, consultation would be undertaken with neighbouring properties and with personnel who would be undertaking work on other projects within the vicinity of the approved project to ensure they are aware of any exclusion zones or sensitive areas and complaints mechanisms. As such, cumulative impacts associated with the proposed change are considered to be consistent with those identified in the EAD. The proposed change would follow management measures outlined in the EAD and relevant CoAs, therefore additional cumulative impacts are not expected.	~~Yes~~	☐
		No	☒

4.2 Biodiversity

4.2.1 Assessment methodology

Section 7.6 of the Modification 6 Report describes the methodologies used to assess biodiversity impacts for the approved project. Ecological surveys that were performed for the Modification 6 Report were confined to the construction footprint established for the approved project.

To assess the impacts of the proposed change, a desktop assessment was performed to determine whether a site inspection of areas subject to the proposed change was necessary.

Proposed change sites that are located on paved areas and/or do not require vegetation disturbance were not surveyed by an ecologist, as impacts to biodiversity are considered highly unlikely and would be mitigated through the implementation of safeguards mentioned in the EAD. These sites include proposed change sites 19, 32, 35 and 78. As such, these were considered consistent with the approved project, and not considered further in this biodiversity assessment.

Sites that were surveyed by an ecologist were those that are located on vegetated land and require vegetation disturbance (clearing of native vegetation, non-native vegetation, planted native vegetation and/or groundcover). This includes sites 1b, 11a, 18, 20a, 20d, 23, 41, 44, 45, 55, 75, 79, 80 and 112. These sites were inspected on October 23, 30, and 31, 2023 by Peter Monsted (BAM Accredited Assessor) and Paris Bach (Field Ecologist). During the inspection of each site, the vegetation 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. A subsequent inspection was completed of each site on January 24, 2024 by Peter Monsted and Stephen Bloomfield of Niche. The purpose of this site inspection was to verify the vegetation class assigned to the additional PCT areas, as they will be incorporated into a BDAR addendum report which is being prepared by Niche to address the requirements of CoA D3.

As part of the ecological assessment, PCT mapping from the EAD was reviewed to determine areas that would need to be cleared (required) and areas that no longer need to be cleared (not required). The type and total area of PCTs were then calculated. These totals were used to provide a comparison of the approved extent of PCT vegetation clearing from the EAD against the proposed change following detailed construction planning.

Additionally, as mentioned in section 2.4.1, it has been identified that the biodiversity survey area used in the preparation of the BDAR for Modification 6 had some discrepancies with the approved construction footprint for Modification 6. As a result of this, there are areas within the approved construction footprint that were not assessed in the BDAR. Similarly, there are areas assessed in the BDAR that are outside of approved construction footprint. This consistency assessment has addressed these discrepancies (see Section 2.4.1, Section 4.2.3 and Appendix B for further details on the reconciliation process).

Sites 18, 20a, 41 and 75 are located immediately adjacent to watercourses and therefore impacts to aquatic habitat have also been considered.

4.2.2 Existing environment

The surveyed sites are all directly adjacent to the approved project construction footprint (adjoining to the footprint and are within a 200 metre radius). The vegetation and habitat features contained within these sites are of a similar nature to vegetation and habitat features assessed for the approved project, as detailed in section 7.6 of the Modification 6 Report.

The vegetation in the study area has a long history of disturbance and some areas have been replanted since construction of the approved project. Most of the TECs and PCTs in the Modification 6 study area

were considered not to be endangered under the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) (EPBC Act) due to past disturbance, fragmentation, lack of remnant native vegetation, non-native understorey dominance and other conditions.

Table 4-2 describes the vegetation within the assessed proposed change sites, see Appendix B for further detail.

Table 4-2 Description of vegetation within the proposed change sites

Site	Vegetation description
1b	**No PCT vegetation in site.** Site is generally dominated by planted vegetation and an exotic dominated groundcover with no shrub stratum. No significant ecological values would be impacted by the proposed change.
11a	**PCT 725_moderate, PCT 1737_high.** 0.01 ha of PCT 725_moderate and 0.04 ha of PCT 1737_high vegetation would be cleared.
18	**PCT 835_poor, PCT 1800_poor, PCT 1800_moderate.** 0.01 ha of PCT 835_poor, 0.01 ha of PCT 1800_poor and 0.01 ha of PCT 1800_moderate would be cleared.
20a	**PCT 835_low, PCT 1800_low.** 0.01 ha of PCT 835_low and 0.12 ha of PCT 1800_low would be cleared.
20d	**PCT 835_low and planted vegetation.** 0.01 ha of PCT 835_low would be cleared.
23	**PCT 1800_moderate.** 0.01 ha of PCT 1800_moderate would be cleared.
41	**PCT 849_low, PCT 850_low, PCT 850_moderate, PCT 1800_low and planted vegetation.** 0.10 ha of PCT 849_low, 0.35 ha of PCT 850_moderate, 0.02 ha of PCT 1800_low would be cleared.
44	**No PCT vegetation in site.** Site is generally dominated by planted vegetation and an exotic dominated groundcover with no shrub stratum. No significant ecological values would be impacted by the proposed change.
45	**No PCT vegetation in site.** Site is generally dominated by planted vegetation and an exotic dominated groundcover with no shrub stratum. No significant ecological values would be impacted by the proposed change.
55	**No PCT vegetation in site.** Site is generally dominated by planted vegetation and an exotic dominated groundcover with no shrub stratum. No significant ecological values would be impacted by the proposed change.
75	**PCT 835_low** 0.03 ha of PCT 835_low would be cleared.
79	**PCT 1800_moderate.**

Site	Vegetation description
	0.01 ha of PCT 1800_moderate would be cleared.
80	**PCT 849_low.** 0.04 ha of PCT 849_low would be cleared.
112	**No PCT vegetation in site.** Site is generally dominated by planted vegetation and an exotic dominated groundcover with no shrub stratum. No significant ecological values would be impacted by the proposed change.

The following sites are located adjacent to watercourses, which have potential for aquatic ecology values:

- Site 18: Cabramatta Creek (Georges River Catchment)
- Site 20a: Cabramatta Creek (Georges River Catchment)
- Site 41: Douglas Creek (Georges River Catchment)
- Site 75: Reedy Creek (Hawkesbury-Nepean Catchment).

Aquatic ecology values include riparian vegetation, aquatic species (i.e. fish, threatened species and macroinvertebrates) and aquatic habitat (i.e. small coastal wetlands and estuarine key fish habitat (KFH)). Of the above waterways Cabramatta Creek is the only designated KFH.

4.2.3 Assessment of potential impacts

Impacts to biodiversity associated with the proposed change may occur due to the following activities:

- Clearing of PCT vegetation, non-native vegetation, planted native vegetation and/or groundcover for access
- Tree pruning for installation of signage or access.

Table 4-3 outlines the potential impacts on biodiversity, discusses the magnitude of these impacts and makes an assessment about whether it is considered to be consistent with the EAD.

Table 4-3 Assessment of proposed change impacts on terrestrial biodiversity

Impact	Likelihood	Extent of impact due to the proposed change	Consistent with the EAD?
Removal or modification of native vegetation	Known	The proposed change would require clearing of non-planted native vegetation plant community types (PCTs) and threatened ecological communities (TECs) at sites 11a, 18, 20a, 20d, 23, 41, 75, 79 and 80. All PCT's impacted by the Approved project and the proposed change align with TEC's listed under the BC Act. In order to meet the intent of CoA D3, which is to seek approval from the Planning Secretary should impacts to PCTs exceed those identified in the approved project's BDAR, it is noted that only impacts to PCT vegetation would influence compliance with CoA D3.	Yes

Impact	Likelihood	Extent of impact due to the proposed change	Consistent with the EAD?
		Clearing of TECs would only impact compliance with CoA D3 due to TECs association with PCTs. In order to maintain compliance with CoA D2, the clearing of native vegetation must be minimised with the objective of reducing impacts to TECs and threatened species habitat. As outlined in Section 2.4.1 all areas of potential biodiversity value were reviewed by the construction contractor to determine whether impacts could be avoided. Additionally, the footprint of the proposed change has been amended to minimise the amount of clearing which is to occur where possible while still allowing for the construction of the approved project. The removal and/or modification of PCT vegetation would be restricted to clearing of an area no greater than 0.80 ha. The additional clearing from the proposed change sites, the boundary discrepancies reconciled as part of this assessment and designation of areas where impacts would be avoided results in an overall decrease in the extent of PCT impacts by 1.56 ha and reduces the extent of PCT area qualifying for ecosystem credits by 0.58 ha. (see Appendix B). Overall, there is a decrease in the extent of TEC clearing, as outlined in the relevant section below (see section titled '*Clearing of additional areas of TEC')*. Impacts to native vegetation are discussed further below under the relevant subheading.	
Removal or modification of non-native vegetation and/or planted native vegetation	Known	Sites 1b, 20d, 41, 44, 45, 55 and 112 would require removal or modification of non-native vegetation and/or planted native vegetation. This is discussed further below under the relevant subheading.	Yes
Loss of individuals of a threatened species and removal or modification of threatened species habitat	None	The proposed change is unlikely to result in additional impacts threatened species. No threatened species were observed during surveys of the proposed change sites. The overall reduction in PCT vegetation to be cleared, due to the proposed change and reconciliation process, would counterbalance	Yes

Impact	Likelihood	Extent of impact due to the proposed change	Consistent with the EAD?
		additional impacts to threatened species and habitat. Additionally, impacts to threatened species due to the removal or modification of non-native vegetation and/or planted native vegetation are not expected. Threatened species are unlikely to inhabit these areas due to the fragmented nature and poor quality of this vegetation, which is located directly adjacent to the motorway. The Southern Myotis, which is listed as a threatened species under the BC Act may use some of the motorway bridges and surrounding habitat for roosting and foraging purposes. Impacts to the species and its habitat are discussed below.	
Death through trampling or vehicle strike	Low	The proposed change is unlikely to cause death through trampling or vehicle strike over and above what would occur for the approved project.	Yes
Death through poisoning	Low	No poisons are proposed to be used as part of the approved project or the proposed change. Harmful substances used in construction or weed management would all be controlled as per applicable requirements under Australian Standards.	Yes
Fragmentation	Low	The approved project was not considered to contribute to fragmentation of remnant native vegetation in the locality. The majority of areas where vegetation disturbance is required for the proposed change are considered to be of low to moderate ecological value, located in highly disturbed areas such as the road verges or median strips. These areas are unlikely to act as a corridor for wildlife and thus their removal would not fragment habitat areas or valuable ecosystems. Only a relatively small portion of high ecological value vegetation is being cleared at site 11a. The vegetation at this site is located immediately adjacent to the existing motorway and the area to be cleared is on the outer extent of the vegetated area. Therefore,	Yes

Impact	Likelihood	Extent of impact due to the proposed change	Consistent with the EAD?
		fragmentation due to clearing at site 11a is considered to be minimal. Vegetation surrounding watercourses that transect the existing M7 may act as movement corridors for some wildlife. Movement of wildlife through these corridors is likely to be limited given the vegetation underneath the bridges is of low quality. The removal of vegetation at sites adjacent to watercourses (sites 18, 20a, 41 and 75) would result in a minor increase in fragmentation at these locations. Therefore, the removal of native and non-native vegetation, planted native vegetation and/or groundcover as a result of the proposed change would result in a minor increase of chances of fragmentation. This minor increase in possible impact is considered consistent with the EAD.	
Removal of hollow-bearing tree	None	No hollow bearing trees would be removed as a result of the proposed change. This has been confirmed by ecological surveys undertaken for the proposed change.	Yes

Impacts to native vegetation and key threatening processes

There are 39 Key Threatening Processes (KTP) listed under the BC Act and/or EPBC Act. The only relevant KTP that will occur as a result of the approved project is the 'clearing of native vegetation'. The majority of the vegetation to be cleared is highly modified, subject to edge effects and impacted heavily by weed invasion. Intact and better condition areas of native vegetation have been avoided as part of the approved project.

The EAD for the approved project initially mapped the PCT vegetation within the construction footprint. Approximately 7.48 ha was identified as a PCT and was assessed in accordance with the BAM (OEH, 2020). Of this area, 3.03 ha was assessed to be in a poor condition class that do not require biodiversity offsets. As such, only 4.45 ha of the construction footprint required ecosystem credits.

Proposed change sites 11a, 18, 20a, 20d, 23, 41, 75, 79 and 80 require clearing of PCT vegetation. The total extent of PCT clearing required for the approved project and proposed change would decrease by 1.56 ha. The area of PCT in a condition class that requires offsets (excluding 'poor' condition class) would decrease by 0.58 ha (see Table 4-2 and Appendix B). However, the proposed change would result in a minor increase in clearing for PCT types 724, 725, 835 and 1737 that require offsetting by comparison to what was described in the EAD.

A summary of the changes in the clearing extent of vegetation classes is summarised in Table 3 of Appendix B. Additionally, the change in PCT areas that require offsetting impacted (and therefore ecosystem credits) due to the proposed change and revised construction footprint (consolidated construction footprint) is summarised in Table 4-4 below. The change in ecosystem credits required will be calculated in the updated BDAR to support the approval required under Condition D3.

Table 4-4 Change in PCT area due to the proposed change and revised construction footprint

PCT ID and name	Construction footprint (ha)		
	Infrastructure approval Table 4	Consolidated construction footprint	Difference in clearing area
724: Castlereagh shale – gravel transition forest	0.11	0.17	+ 0.06
725: Castlereagh Ironbark Forest	0.08	0.10	+ 0.02
835: Cumberland riverflat forest	0.74	0.84	+ 0.10
849: Cumberland shale plains woodland	0.58	0.53	- 0.05
850: Cumberland shale hills woodland	0.83	0.50	- 0.33
1737: Typha rushland	0.10	0.15	+ 0.05
1800: Cumberland Swamp Oak riparian forest	2.01	1.58	- 0.43
Total hectares	**4.45**	**3.87**	**- 0.58**

Clearing additional areas of PCT

To maintain compliance with the Planning Approval, approval must be sought from the Planning Secretary in accordance with CoA D3, and any additional offsets must be retired in accordance with CoA D4, prior to clearing the additional areas of PCT vegetation qualifying for Ecosystem and Species Credits in CoA D4. This does not prevent the construction contractor commencing works in the additional construction sites, so long as impacts to PCTs qualifying for Ecosystem and Species Credits do not exceed those recorded in Table 4 of CoA D4. A cumulative PCT clearing table with the Clearing and Grubbing Hold Point release requests, which includes previously approved and proposed clearing areas for each PCT, would be created and maintained to demonstrate that clearing of PCTs does not exceed the approved limits in Table 4 and Table 5 of CoA D4 (see 4.2.4 for further details).

Areas of additional clearing for PCT types 724, 725, 835 and 1737 (see Table 4-3), would be identified as a temporary protection zone within the approved construction footprint. The temporary protection zones would be subject to flagging protocols outlined in the CFFMP. Once the additional approval in accordance with CoA D3 is obtained, these temporary protection zones would be removed and clearing works would occur.

Additionally, areas of vegetation that have been identified for retention would be subject to exclusion zones for the entire duration of construction in accordance with section 6.4 of the CFFMP, using measures such as:

- Installation of exclusion zone fencing or other means to demarcate vegetation to be retained at the limit of clearing
- Mapping of exclusion zones in accordance with the Flagging Protocol in the Vegetation Clearing Procedure
- Transport's Specification D&C G40
- Environmental protection area signage
- Notification and education of relevant stakeholders on how to avoid these areas.

See Appendix A for the locations of these exclusion zones.

Transport has consulted with DPHI, the NSW Department of Climate Change, Energy and the Environment and Water (DCCEEW) and the NSW Biodiversity Conservation Division (BCD) regarding the update of the offset obligations outlined in Table 4 of CoA D4. An updated BDAR (Niche, 2022) is being prepared to support an update of the project's BAM Calculator (see section 2.4).

Clearing of additional areas of TEC

Table 4-5 provides a summary of the changes in the extent of clearing of TECs listed under the BC Act. Overall, there is a decrease in the extent of BC Act TEC clearing by 1.56 ha. The TECs for which an increase in the extent of clearing will occur are not considered to change the significance of the impacts by comparison to those considered in the BDAR.

Table 4-5 BC Act Threatened Ecological Communities

TEC	BDAR TEC Extent (ha)	Consolidated construction footprint (ha)	Difference in clearing area (ha)
Shale Gravel Transition Forest in the Sydney Basin Bioregion (PCT 724)	0.11	0.17	+ 0.06
Cooks River/Castlereagh Ironbark Forest in the Sydney Basin Bioregion (PCT 725)	0.08	0.10	+ 0.02
River-Flat Eucalypt Forest (PCT 835)	0.84	0.93	+ 0.09
Cumberland Plain Woodland in the Sydney Basin Bioregion (PCT 849 & 850)	3.78	1.91	- 1.87
Freshwater Wetlands on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions (PCT 1737)	0.10	0.15	+ 0.05
Swamp Oak Floodplain Forest of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions (PCT1800)	2.57	2.66	+ 0.09
BC Act TEC Total (ha)	**7.48**	**5.92**	**- 1.56**

The extent of EPBC Act listed Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest TEC was calculated for the updated BDAR to be 0.27 ha, consisting of:

- 0.17 ha of PCT 724_moderate
- 0.10 ha of PCT 849_low.

This represents an overall reduction in the extent of impacts to the EPBC Act listed TEC of 0.19 ha.

No additional KTPs would occur due to the proposed change.

Impacts to non-native vegetation and/or planted native vegetation

A habitat assessment of the median and road verges of the Westlink M7 was undertaken for the approved project to assess its biodiversity value and if any PCTs were present. It found that these areas mainly consist of exotic grassland, eucalypts, casuarina and shrubs and are continuously mowed for the maintenance of the Westlink M7 or other operations. The habitats present were not considered suitable for use by any threatened species credit species (flora or fauna) that have been previously recorded, or are

considered to have habitat, in the locality. Therefore, no offsetting requirement was attributed to the removal of the non-native vegetation and/or planted native vegetation (non-PCT vegetation).

An ecologist has confirmed that the vegetation at sites 1b, 20d, 41, 44, 45, 55 and 112 can be considered non-PCT vegetation (see Appendix B).

The clearing and/or modification of non-PCT vegetation was assessed in the EAD and is subject to CoA D11 and D12. Where trees are to be removed, a net increase in the number of replacement trees would be provided at a ratio of 2:1. Replacement trees would have a minimum 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).

Revegetation and the provision of replacement trees would be informed by a Tree Survey undertaken during detailed design. The Tree Survey must identify the number, type and location of any trees to be removed. The Tree Survey would be submitted to the Planning Secretary for information with the Design and Landscape Plan required under CoA D19.

The vegetation disturbance that would occur at sites 1b, 20d, 41, 44, 45, 55and 112 would be undertaken in accordance with CoA D11 and D12, and therefore it is considered consistent with the EAD.

Loss of individuals of a threatened species and removal or modification of threatened species habitat

The Modification 6 Report identified that potential construction impacts to threatened species and their habitat are generally related to activities associated with bridge works (as some of the bridges and nearby areas may provide potential roosting habitat for the Southern Myotis) and disturbance of native vegetation.

As outlined in CoA D7, relevant proposed change sites would be surveyed prior to construction to confirm whether the Southern Myotis may use the area for breeding, roosting and/or foraging purposes. The changes in clearing due to the proposed change would affect areas of foraging habitat for the Southern Myotis which were offset as species credits. The BDAR assessed that the foraging habitat for the Southern Myotis to be all PCTs on the subject land to which the species is associated that are within 200 metres of waterbodies.

The consolidation of the construction footprint would result in a net decrease in clearing of 0.14 ha of corresponding PCTs. As such, it is considered that a change in the species credits required in Table 5 of CoA D4 is not triggered (see Appendix B). A summary of changes in Southern Myotis Foraging Habitat is outlined in Table 4-6 below.

Table 4-6 Changes in Southern Myotis Habitat

PCT (best fit) condition class	BDAR Southern Myotis Habitat (s. 2.2.4) (ha)	Consolidated construction footprint (ha)	Difference in clearing area (ha)
725 _moderate	0.03	0.05	+ 0.02
835_low	0.50	0.57	+ 0.07
849_low	0.22	0.29	+ 0.07
850_low	0.18	0.03	- 0.15
1737_high	0.01	0.05	+ 0.04
1800_low	0.26	0.51	+ 0.25
1800_moderate	1.11	0.67	- 0.44
Total PCT	**2.31**	**2.17**	**- 0.14**

The removal and/or modification of non-native vegetation for the proposed change would be restricted to areas of vegetation located directly adjacent to the motorway. Generally, threatened species are unlikely to inhabit these areas due to the fragmented nature of this vegetation and high levels of traffic nearby. The majority of vegetation to be removed is disturbed and of poor to moderate quality, especially in comparison to the densely vegetated areas surrounding the motorway, such as those located in Western Sydney Parklands (Transport, 2022a). Additionally, a BioNet search of the proposed change sites that require vegetation disturbance, performed on 29 November 2023, found no recorded threatened species sightings and ecological surveys did not identify any threatened species of fauna within the sites (see Appendix B). Therefore, it is considered unlikely that threatened species inhabit the proposed change areas where vegetation disturbance would occur. The remaining proposed change sites (where vegetation disturbance is not required) are assumed to not provide habitat for threatened species, as they are located on paved areas of the Westlink M7 that experience heavy traffic regularly.

Additionally, the proposed change would result in a small overall decrease in total area of PCT vegetation to be cleared. Therefore, impacts to individual threatened species and their habitat due to the proposed change are considered to be consistent with the approved project.

As such, on balance the proposed change is unlikely to remove or modify threatened species habitat over and above what would occur for the approved project and no threatened species are likely to be harmed as part of the proposed change, considering the implementation of mitigation measures outlined in the EAD.

Spread of weeds

Given the presence of weeds in the study area, there is potential for the disturbance of vegetation to lead to the spread and/or intensification of weeds. If not appropriately managed, this may indirectly affect native flora and fauna in adjoining areas by further reducing habitat quality, altering the structure and composition of vegetation and increasing competition for resources.

The implementation of mitigation measures outlined in the EAD are considered sufficient to minimise the potential for the spread of weeds from the proposed change. Therefore, impacts relating to the spread of weeds are considered to be consistent with the approved project.

Aquatic habitat

As proposed change sites 18, 20a, 41 and 75 are located directly adjacent to watercourses, there is potential for impacts to aquatic habitat. Hazards such as leaks and spills, waterway crossings and general construction may impact aquatic habitats through contamination and changes to the nature of watercourses.

No additional watercourses would be impacted over what was described in the EAD. The proposed change sites 18, 20a, 41 and 75 are all located within 20 metres of the location at which the approved project footprint intersects the relevant watercourse. Construction activities being undertaken at the proposed change sites would be an extension of the construction activities being undertaken within the approved project footprint. These activities are generally associated with bridge construction or noise wall construction. Considering that no additional construction activities would take place, the implementation of mitigation measures outlined in the EAD are considered sufficient to minimise the potential for impact to aquatic habitat.

Therefore, impacts relating to the aquatic habitat are considered to be consistent with the approved project.

4.2.4 Environmental management measures

Management measures for biodiversity identified in the EAD are considered appropriate for the proposed change. In order to minimise impacts to biodiversity due to the proposed change, Sensitive Aerial Vegetation Mapping in the CFFMP would be updated to include additional ‘No Go’ (exclusion) zones

around areas of vegetation that have been demarcated to be retained (see Appendix A and Appendix B). This would be in accordance with the existing mitigation measure B1 which states that the '*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)'.*

Additionally, prior to clearing the additional areas of PCT vegetation qualifying for Ecosystem and Species Credits in CoA D4, approval must be sought from the Planning Secretary in accordance with CoA D3, and any additional offsets must be retired in accordance with CoA D4. This does not prevent the construction contractor commencing works in the additional construction sites prior to D3 approval being obtained, so long as impacts to PCTs qualifying for Ecosystem and Species Credits do not exceed those identified in the documents listed in Table 4 of the Infrastructure Approval.

In order to maintain compliance with the Planning Approval, the construction contractor is to submit a cumulative PCT clearing table with the Clearing and Grubbing Hold Point release requests, which includes previously approved and proposed clearing areas for each PCT to demonstrate that clearing of PCTs does not exceed the approved limits in Table 4 and Table 5 of CoA D4. This management measure would be added to the CFFMP.

Areas of additional clearing for PCT types 724, 725, 835 and 1737 (see Table 4-3), would be identified as a temporary protection zone within the approved construction footprint. These temporary protection zones would be subject to flagging protocols outlined in in the CFFMP (see mitigation measure B1 in Table 5-3). Temporary protection zones would be specified and mapped in the CFFMP in accordance with '*Guide 2: Exclusion zones of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects'*. Once the additional approval in accordance with CoA D3 is obtained, these temporary protection zones would be removed and clearing works would occur.

4.2.5 Offsets

Any adjustments to ecosystem and species credits due to the proposed change would be undertaken in accordance with CoA D3, D4, D5 and D6.

4.3 Traffic and transport

4.3.1 Assessment methodology

Section 7.1 of the Modification 6 Report describes the methodologies used to assess traffic and transport impacts for the approved project. The methodology used to assess the traffic and transport impacts of the proposed change is similar, which involved the following key tasks:

- Assessing the existing transport conditions within the study area
- Clarifying the scope of construction activities
- Considering traffic management
- Assessing potential construction traffic impacts of the proposed change
- Reviewing mitigation measures and recommend if any additional mitigation measures are required.

The traffic and transport impact assessment for the proposed change involved a qualitative assessment. Additional modelling was not deemed necessary for the following reasons:

- Traffic and transport conditions have not substantially changed since the Modification 6 assessment was completed
- No additional road closures would occur due to the proposed change

- The number of vehicle movements required for the proposed change are consistent with what was assessed in the EAD.

4.3.2 Existing environment

The existing environment as described in section 7.1 of the Modification 6 Report applies to this consistency assessment, as the traffic and transport conditions have not substantially changed since the assessment was performed.

4.3.3 Assessment of potential impacts

The proposed change would require adjustments to the approved project construction footprint to allow space for the safe movement of large vehicles. Additional land immediately adjacent to approved project construction footprint is required to accommodate large construction vehicles and plant/equipment. This additional land is comprised of areas within the road shoulder and road verge. The potential construction impacts detailed in the EAD that apply to the proposed change include:

- Temporary road closures
- Construction vehicle movements and additional construction related traffic
- Secondary impacts associated with the following elements:
    - Reduced speed limits on the Westlink M7
    - Public transport impacts
    - Active transport impacts
    - Property access impacts
    - Parking and access impacts
    - Road safety impacts.

These impacts are discussed in further detail below.

Temporary road closures

No additional road closures beyond those assessed in the EAD would occur due to the proposed change.

Construction vehicles movements and additional construction related traffic

As there are no new construction activities associated with the proposed change, the number of vehicle movements required for the proposed change would be consistent with what was assessed in the EAD and detailed in the Construction Traffic and Transport Management Plan (CTTMP).

The main traffic generating construction activities comprise of the following:

- Construction haulage by heavy vehicles
- Light vehicle movements (vans, utility pick-ups) associated with construction staff and contractors
- Delivery of materials such as civil, concrete and paving materials
- Movements of construction equipment between sites.

Construction traffic impacts associated with the proposed change would be expected at the sites associated with roadworks, which include milling and re-sheeting and traffic control measures (refer to Table 2-1), and those sites located predominantly on surrounding classified roads which are required to accommodate construction vehicle movements (sites 20d, 23, 35, 41 and 55). Generally, the magnitude of

the proposed change is minor in comparison to the approved project, as all but one the proposed change sites are located on classified roads already assessed as being impacted in the EAD.

Two additional local roads that are not mentioned for use in the EAD would be required for access due to the proposed change. Access along a 80 metre section of Middleton Drive would be required to undertake noise wall construction and earthworks for lane widening at site 41, and access along a 40 metre section of Saxony Road would be required to safely access the western side of Saxony Road bridge at site 55 In accordance with CoA D83, Planning Secretary approval will be obtained prior to the use of these local roads by heavy vehicles to directly access the construction boundary and ancillary facilities. Requirements for access along Middleton Drive and Saxony Road during construction would be included in the Traffic, Transport and Access Management CEMP sub-plan.

Traffic impacts associated with traffic generating construction activities were assessed as part of the EAD. The timing and duration of construction traffic impacts would generally be consistent with those outlined in the EAD and would be managed using the mitigation measures outlined in the EAD, such as minimising movements on the road network during the AM and PM peak periods where practicable. See Table 5-3 for traffic and transport mitigation measures.

Reduced speed limits on the Westlink M7

The impacts of reduced speed limits on the Westlink M7 and associated traffic using alternative routes due to the proposed change is expected to be consistent with the EAD and would be monitored throughout the construction period by the construction contractor.

Public transport

As no additional road closures would occur due to the proposed change, no additional public transport detour routes are required. The proposed change would not impact on any bus stops. Additionally, construction traffic volumes on the road network are not expected to increase, therefore impacts to congestion and public transport travel times are unlikely.

Active transport

As described in the EAD, the shared path will be impacted through temporary closures for the approved project. The Modification 6 Report identified ten locations where shared path construction closures would be required that would result in increased travel distances (travel distance impact) ranging between 200 meters and 1.3 kilometres for each closure (see Table 6-13 in the Modification 6 Report).

Table 4-7 outlines which proposed change sites intersect the shared path and the impacts that would occur as a result.

Table 4-7 Proposed change impacts to shared path

Site	Shared path impact description	Detour description/location	Travel distance impact
11a	Located on the eastern side of the Westlink M7, adjacent to Avalli Road. Temporary closure of the shared path anticipated. Existing shared path would be detoured at an adjacent location. The detour is anticipated to be in place for around three months.	Jedda Road	1000 metres

Site	Shared path impact description	Detour description/location	Travel distance impact
18	Located on eastern side of the Westlink M7, between Cabramatta Creek and Bernera Road. No closure of the shared path is anticipated. Temporary traffic control would occur at this site in a stop/go format for the safety of shared path users.	N/A	N/A
32	Located on the western side of the Westlink M7, between Inverell Avenue and Lightening Ridge Road. Temporary closure of the shared path anticipated. Existing shared path would be detoured at an adjacent location. The detour is anticipated to be in place for around six months.	Inverell Avenue and Collarenebri Road	400 metres
35	Located on eastern side of the Westlink M7, adjacent to Cowpasture Road. No closure of the shared path is anticipated. Temporary traffic control would occur at this site in a stop/go format for the safety of shared path users.	N/A	N/A
41	Located on western side of the Westlink M7, between Douglass Creek and Middleton Drive. Traffic control would occur at this site in a stop/go format for the safety of shared path users. However, temporary closure of the shared path anticipated due to noise wall construction. Works would occur in stages to minimise impacts on the shared path. Safe detour routes would be provided and would result in increased travel distances between 700 metres and 1.3 kilometres. The detours are anticipated to be in place for around six months.	**Option 1**: Middleton Drive and Hemsworth Avenue. **Option 2**: Hemsworth Avenue, Middleton Drive and Bird Walton Avenue. **Option 3**: Bird Walton Avenue, All Circuit and Sante Close. **Option 4**: Combinations of the options 1, 2 and 3.	300 metres to 1300 metres
44	Located on eastern side of Westlink M7, adjacent to Dobroyd Drive. Traffic control would occur at this site in a stop/go format for the safety of shared path users. However, temporary closure of the shared path anticipated due to noise wall construction. Existing shared path would be	Dobroyd Drive	900 metres

Site	Shared path impact description	Detour description/location	Travel distance impact
	detoured at an adjacent location. The detour is anticipated to be in place for around six months.		
45	Located on eastern side of the Westlink M7, opposite Dobroyd Drive. No closure of the shared path is anticipated. Temporary traffic control would occur at this site in a stop/go format for the safety of shared path users.	N/A	N/A
112	Located on western side of Westlink M7, south of the intersection of Lamb Street and Westlink M7. Traffic control would occur at this site in a stop/go format for the safety of shared path users. However, temporary closure of the shared path anticipated due to noise wall construction. Existing shared path would be detoured at an adjacent location. The detour is anticipated to be in place for around six months.	Lamb Street, Rooty Hill Road and Plumpton Road	700 metres

The proposed change would result in additional impacts to the shared path, however these impacts would be similar to those assessed in the EAD. Impacts to the shared path would be temporary and result in increased travel distances of up to 1.3 kilometres for each closure, which is of the same maximum distance of detour as outlined in the EAD. Detours would be in place for 6-12 months and would be removed following completion of works. Impacts to shared path users would be appropriately managed through the mitigation measures outlined in the EAD.

The construction contractor for the approved project is in the process of confirming the proposed methodology, considering the impacts on the shared path and the nature of detours required. Any required detours would be documented and managed through the CTTMP and active transport strategy (see management measures T1 and T4 in Table 5-3) and would be established in accordance with CoA D87 (see Table 5-2). The detours and traffic control would be established prior to the restriction or removal of the impacted accessway and would maintain safe pedestrian and cyclist access around work sites during construction. Detours would comply with relevant standards, unless otherwise endorsed by an independent appropriately qualified and experienced person. Therefore, appropriate measures to accommodate a safe alternative route would be implemented and shared path users would still be able to travel the length of the Westlink M7 safely.

Further, as stated in the EAD, "*the timing, extent and duration of shared path closures and respective detours would be confirmed once the construction contractor has been appointed and would be influenced by the final construction methodology as well as feedback from stakeholders, councils and Transport*." The construction contractor is in the process of confirming the approved methodology, considering the impacts on the shared path and the nature of detours required.

Considering the above, impacts to the shared path and its users are considered consistent with the EAD.

Property access

The proposed change would not result in any additional impacts to property access.

Parking and access

No direct impacts to on-street parking have been identified due to the approved project or the proposed change. As part of the approved project, parking will be available at construction ancillary sites, the majority of which will be located within the median of the Westlink M7. It is estimated that the ancillary facilities associated with the approved project would provide up to 2,270 parking spaces. No increase in construction parking demand is expected as a result of the proposed change. Therefore, the provision of parking associated with the approved project is considered sufficient to support the proposed change.

Road safety

The proposed change would not increase the risk associated with construction traffic interacting with the general traffic, as the type and number of vehicle movements required for the proposed change is consistent with what was assessed in the EAD. Impacts to safety would be mitigated by the environmental management measures outlined in the EAD, such as reducing the speed limit in areas that may experience changed traffic conditions. The proposed change would support these management measures through the provision of additional space required for road safety measures.

4.3.4 Environmental management measures

Management measures for traffic and transport impacts identified in the EAD are considered appropriate for the proposed change.

4.4 Noise and vibration

4.4.1 Assessment methodology

Section 7.2 of the Modification 6 Report describes the methodology used to assess noise and vibration impacts for the approved project. The noise and vibration assessment methodology for the consistency assessment aligns with what was previously described in the Modification 6 Report.

To consider the likely impact of the proposed change on nearby receivers the following assessment was undertaken for each site:

- Identify the impact on construction noise levels at the most affected receiver of the proposed change
- A qualitative assessment was undertaken. If the likely change was found to be insignificant, i.e., generally imperceptible to the average listener (less than 3 dB), then no further assessment was undertaken
- If the likely change was just perceptible (3-4 dB), clearly noticeable (5-9 dB) or twice as loud (≥10 dB) then a quantitative assessment was undertaken and the EAD noise modelling results were updated by applying relevant distance corrections. The updated construction noise results tables were then documented in a noise and vibration memo (Appendix D).

4.4.2 Existing environment

The existing environment as described in Section 7.2 of the Modification 6 Report applies to this consistency assessment, as the noise and vibration conditions have not substantially changed since the assessment was performed. The existing environment is dominated by the ambient noise produced by the

operation of the Westlink M7, which experiences an average daily traffic of around 191,000 vehicles per day (Transport for NSW, 2022a).

4.4.3 Construction noise and vibration criteria

Construction noise and vibration criteria were presented in the EAD and section 3.2, 3.3 and 3.4 of the Noise and Vibration Technical Report. These criteria remain unchanged and are documented in the M7-M12 Construction Noise and Vibration Management Plan (CNVMP).

4.4.4 Assessment of potential impacts

Construction activities associated with the proposed change were qualitatively assessed against construction activities assessed in the EAD.

Table 4-8 outlines a number of proposed change sites where construction activities would likely result in imperceptible (less than 3 dB) noise impacts to nearby sensitive receivers.

Table 4-8: Sites where the construction noise levels from the proposed change do not require further consideration

Category	Sub-category	Site ID
Boundary realignment for construction	Bridge construction	23, 18, 19, 20a, 75, 79, 80, 11a
	Noise wall construction	11a, 112
	Earthworks	45
Boundary realignment for roadworks	Milling and re-sheeting	11a
	Traffic control	11a

The construction activities at these sites are consistent with those assessed in the EAD, with no substantial change to the type of equipment used. Construction noise levels may increase slightly at some nearby sensitive receivers as the construction works have moved closer to residential receivers in some locations however it is considered that the mitigation measures outlined in the EAD would be sufficient to manage the noise impacts associated with these activities. No additional mitigation measures are required. Noise impacts are considered consistent with the EAD and do not require further consideration for the sites listed in Table 4-8 above.

A quantitative assessment was undertaken of the construction scenarios at the proposed change sites identified in Table 4-9 as the change in noise levels were considered to be perceptible (>3dB) at nearby sensitive receivers.

Table 4-9: Sites where the construction noise levels from the proposed change require further consideration

Category	Sub-category	Site ID
Boundary realignment for construction	Bridge construction	20d, 35, 55
	Noise wall construction	1b, 41, 44
	Earthworks	41
Boundary realignment for roadworks	Milling and re-sheeting	1b, 32

The quantitative assessment (results presented in Appendix D) indicated that there would be increases in the number of affected receivers within some NCAs during bridge works, noise wall construction, and pavement works construction scenarios when compared with the same construction scenarios for the approved project. However, it should be noted that the overall noise impact for these scenarios is still generally lower than other construction scenarios assessed in the EAD. For example, bulk earthworks and/or utilities works for the approved project would result in a greater amount of highly affected receivers than these proposed change scenarios. Therefore, as a result of the proposed change most affected receivers would not experience higher noise levels than reported in the EAD but may experience them for longer.

The exceptions to this are the earthworks scenario at site 41 which would lead to an overall increase in noise affected and highly noise affected receivers within NCAs 10 and 11, and the noise wall scenario at site 44, and bridge works scenario at site 55 which would lead to a small overall increase in noise affected and highly noise affected receivers within NCAs 13 and 18 respectively.

Table 4-10 outlines the number of noise sensitive receivers in each NCA that were identified as being highly noise affected in the approved project and compares it against the additional residential receivers that are considered highly noise affected because of the proposed change. The table shows that the proposed change would result in an additional 26 highly noise affected receivers compared with the 399 highly noise affected receivers impacted by the approved project in those same NCAs for the worst case construction scenario. Appendix A depicts the location of additional highly noise affected receivers.

Table 4-10 Comparison of highly affected receivers due to the worst-case construction scenario for the approved project and proposed change

NCA	Highly affected receiver due to the approved project (worst case scenario)	Additional highly affected receivers due to proposed change (worst case scenario)
NCA01	4 (utility works)	-
NCA05	22 (utility works)	-
NCA06	96 (utility works)	-
NCA07	44 (utility works)	-
NCA08	45 (utility works)	-
NCA10	35 (utility works)	6 (earthworks)
NCA11	2 (earthworks)	14 (earthworks)
NCA13	17 (noise walls)	4 (noise walls)
NCA14	3 (earthworks)	-
NCA18	1 (utility works)	2 (bridge works)
NCA20	10 (earthworks)	-

The increase in the number of highly affected receivers for a particular construction scenario is limited if there is already a scenario with a higher impact for any given sensitive receiver. Therefore, the identification of any new highly affected receivers due to the proposed change should be prioritised for additional mitigation i.e. any receiver for any scenario that was not previously considered highly affected, that is now considered highly affected.

In all cases the same noise controls as outlined in the EAD would be used to mitigate impacts of the proposed change to sensitive receivers. Appropriate additional mitigation measures, as outlined in the CNVMP, would be applied to the newly identified highly affected receivers. Taking into account implementation of the EAD mitigation measures, impacts of the proposed change are considered consistent with what is assessed in the EAD.

Vibration

In order to comply with the cosmetic/structural damage and human discomfort criteria presented in section 3.3 of the Technical Report vibration intensive works should generally not be undertaken within the minimum working distances presented in the Appendix D.

The proposed change would result in construction work being closer to some residential receivers in some locations. As noted in the EAD, equipment size would be selected by the construction contractor and would take into account the minimum working distances and the distance between the area of construction and the nearest receiver.

Vibration generated by activities such as the use of vibratory rollers may enter buildings via the ground. This may cause the floors, walls and ceilings to vibrate and to radiate noise. This noise is commonly referred to as ground-borne noise. Ground-borne noise is typically low frequency and if audible, is perceived as a 'rumble'. In general, ground-borne noise level values are relevant only where they are higher than the airborne noise. Ground-borne noise from construction would typically be masked by airborne noise associated with surface construction activities and/or traffic.

If vibration intensive works in the proposed change sites are required within the above referenced minimum working distances, vibration monitoring should be undertaken to determine site specific minimum working distances and to ensure that appropriate thresholds are not exceeded in accordance with the CNVMP for the M7-M12 integration project. Other recommendations as outlined in Section 6.2.6 of the Technical Report for Modification 6 remain relevant.

4.4.5 Environmental management measures

Management measures for noise and vibration identified in the EAD are considered appropriate for the proposed change.

4.5 Land use and property

4.5.1 Assessment methodology

Section 7.9 of the Modification 6 Report describes the methodologies used to assess land use and property impacts for the approved project.

4.5.2 Existing environment

The approved project is located in the Blacktown, Fairfield and Liverpool Local Government Areas (LGAs). The majority of the existing Westlink M7 is zoned as Infrastructure (SP2) within the study area. This includes locations where the Westlink M7 intersects other major existing roads such as the M4 Motorway, Great Western Highway and Elizabeth Drive. The remaining areas of the Westlink M7 are considered unzoned under the provisions of chapter 7 of the State Environmental Planning Policy (Precincts – Western Parkland City) 2021.

Residential zones are generally concentrated around the northern and southern portions of the study area. Although primarily comprised of low-density housing, there are areas of medium and high-density zoned

land like those located near Rooty Hill train station. Several local and neighbourhood centres are located within these residential areas. Industrial zoned lands are typically comprised of general industrial zones (IN1) and light industrial zones (IN2) in the northern Blacktown region, and heavy industrial zones (IN3) in the southern Blacktown region.

The open space adjacent to the approved project is comprised of areas dedicated to recreation and reserves such as Western Sydney Parklands, and rural uses such as the primary production lots that are located to the west of the Westlink M7 in Fairfield LGA.

4.5.3 Assessment of potential impacts

The proposed change would involve minor adjustments to the construction footprint as it was described in the EAD. Potential impacts to land use and property associated with the proposed change may include impacts related to the following aspects:

- Property and temporary leases
- Land use
- Utilities
- Crown land
- Western Sydney Parkland Trust land.

Each aspect is discussed further below.

Property and temporary leases

Most of the proposed change sites are located within the existing Westlink M7 corridor and/or existing operational maintenance boundary. However, proposed change sites 1b, 75 and 80 involve extensions of the approved construction footprint beyond the boundaries of the M7 corridor, intersecting an additional 17 cadastral parcels of land that were not assessed as part of the EAD. The EAD listed 11 parcels of land that would be subject to lease for use as construction ancillary facilities and stated that the number and location of leases would be confirmed during detailed design and in consultation with property owners.

In accordance with the procedures outlined for the approved project, these sites would only be established in consultation and agreement with relevant landowners. All areas leased for the proposed change would be rehabilitated upon completion of construction and restored to their existing condition, or as otherwise agreed with the landowner. Transport would complete a survey of all leased areas prior to leasing the land to document the pre-leased condition and share this survey with the landowner prior to construction commencing. The landowner would have the opportunity to comment on the survey and their comments would be documented within the survey report.

Given the implementation of the mitigation measure described above, impacts to property and temporary leases due to the proposed change would be consistent with the EAD.

Land use

The additional sites which form part of the proposed change would be located within the same land use zones that have been assessed in the EAD. All construction activities that would occur as part of the proposed change have been considered and assessed in the EAD. Therefore, there would be no additional impacts to land use as a result of the proposed change.

Utilities

The location of utilities likely to require adjustment or protection for the approved project are described in section 4.3.8 of the Modification 6 Report. There are a number of minor and major utility services crossing the proposed change that would need to be protected or adjusted. The adjustments or protection of utilities

would be confined to the approved construction footprint and proposed change boundary, as outlined in this consistency assessment (see Appendix A). Any utilities work required outside of the approved construction footprint and proposed change boundary, following detailed design and consultation, would be the subject of separate approvals.

Consultation with the relevant utility providers would be undertaken to confirm the presence of utilities and refine potential utility adjustments and utility protection measures required due to the proposed change (with a view to avoiding impacts if possible and protecting or adjusting if required) prior to construction. Any additional impacts to utilities due to the proposed change would be recorded in the Utilities Management Strategy. This is considered consistent with the impacts and measures outlined in the EAD and CoA D57, D80 and D99.

Crown Land

Approximately 750 square metres of Crown Land is required for the approved project. An additional, 3,881 square metres (approximate) of Crown Land would be required due to the proposed change at site 18, 20a and 20d. The Crown Land that intersects sites 18 and 20a is a Crown Waterway (Cabramatta Creek) and the Crown Land that intersects site 20d is a Crown Road (Hoxton Park Road). A temporary licence and/or easement under the *Crown Land Management Act 2016* would be necessary for use of Crown land during construction. No Native Title Claims apply to these parcels of Crown Land.

In accordance with the EAD, Transport would consult with NSW Crown Lands to obtain the relevant authorisation for use of the Crown Land associated with the proposed change, and use of this land would adhere to applicable conditions. As such impacts to Crown Land due to the proposed change would be consistent with the EAD.

Trust land

Portions of the approved construction footprint is located on Trust land within the Western Sydney Parklands, which include sections of the Westlink M7 that are to be modified and construction ancillary facilities that will be used to support the approved project. No additional areas of Trust land would be required due to the proposed change.

4.5.4 Environmental management measures

Management measures for land use and property identified in the EAD are considered appropriate for the proposed change.

4.6 Soils and contamination

4.6.1 Assessment methodology

Section 7.11 of the Modification 6 Report describes the methodologies used to assess soils and contamination impacts for the approved project.

4.6.2 Existing environment

The existing environment as described in section 7.11 of the Modification 6 Report is current and has not significantly changed since the assessment was performed.

There were no sites listed on the NSW EPA record of notices for sites regulated under the *Contaminated Land Management Act 1997* within 100 metres of the approved construction footprint. Some moderate to high risk contaminated sites (current potentially contaminating land use) identified in the EAD are noted to

be within 100 metres of the approved construction footprint (see table 7-90 of the Modification 6 Report (Transport, 2022a)). These include:

- Boral Cement Limited / Boral Resources Pty Ltd (10-12 Bernera Road, Prestons) - Licenced under the *Protection of the Environment Operations Act 1997* (POEO Act)
- PGH Bricks and Pavers (Lot 7, Cecil Road, Cecil Park) - Licenced under the POEO Act
- Veolia Environmental Services Pty Ltd (Wallgrove Road, Horsley Park) - Licenced under the POEO Act
- The Austral Brick Co Pty Ltd (738 – 780 Wallgrove Road, Horsley Park) - Licenced under the POEO Act
- Waste Assets Management Corporation, Suez Recycling and Recovery Pty Ltd, Eastern Creek Operations Pty Ltd (all located on Wallgrove Road, Eastern Creek) - Licenced under the POEO Act
- EDL LFG (NSW) Pty Ltd (Wallgrove Road, Eastern Creek) - Licenced under the POEO Act
- Infrabuild NSW Pty Ltd (formerly OneSteel NSW Pty Ltd) (22 Kellogg Road, Rooty Hill) - Licenced under the POEO Act
- Sydney Trains - Licenced under the POEO Act.

See Figures 7-112 to 7-127 in the Modification 6 Report for the location of contaminated sites relative to the Westlink M7 Motorway. As per CoA D67, Detailed Site Investigations were conducted to confirm moderate to high risk contaminated sites identified in the EAD. Of these moderate to high risk contaminated sites, none are intersecting with any proposed change sites.

4.6.3 Assessment of potential impacts

The proposed change would involve minor amendments to the approved construction footprint as it was described in the EAD. All but one proposed change site, site 1b, are located within the study area of the soils and contamination impact assessment conducted for the Modification 6. Other than site 1b, the proposed change sites would not intersect with moderate to high risk contaminated sites listed in the EAD. Site 1b extends 100 metres beyond the soils and contamination study area of the EAD. Areas of site 1b located outside the soils and contamination study area would be considered a potential source area of contamination and would require additional site investigations, which would be undertaken in accordance with mitigation measure C2. The results from the site investigations will be assessed against criteria contained within the *National Environment Protection (Assessment of Site Contamination)* Measure (2013) and other applicable NSW statutory guidelines to assess whether remediation or other management measures are required during construction and to address requirements of *State Environmental Planning Policy (Resilience and Hazards) 2021.* Matters regarding contamination at site 1b integrated into the Sampling, Analysis and Quality Plan. Considering this mitigation measure is implemented for site 1b and that the other proposed change sites would not intersect with moderate to high risk contaminated sites the proposed change is not anticipated to result in any additional impacts to those that were assessed as part of the EAD.

As detailed in the EAD, the potential impacts related to soils and contamination depend primarily on the nature, extent, and magnitude of construction activities and their interaction with the natural environment. Even though the proposed change would occur at a number of locations, the activities that would be undertaken at those locations would be the same as the activities that were assessed in the EAD. Activities include:

- Construction access, including activities related to bridge construction, laydown, noise wall construction and earthworks.
- Roadworks, including milling and re-sheeting of existing pavement.

As such, the proposed change is considered to be consistent with the approved project.

4.6.4 Environmental management measures

Management measures for soil and contamination identified in the EAD are considered appropriate for the proposed change.

4.7 Aboriginal cultural heritage

4.7.1 Assessment methodology

Section 7.7 of the Modification 6 Report describes the methodologies used to assess Aboriginal heritage impacts for the approved project.

4.7.2 Existing environment

The following aspects of the existing environment, as outlined in section 7.7.4 of the Modification 6 Report, are current and have not significantly changed since the assessment was performed:

- Environmental context
    - Topography and drainage
    - Surface geology
    - Soils
    - Flora and fauna
    - Land disturbance
    - Archaeological context
    - Cumberland Plain.
- Ethnohistoric context
    - The Darug language and people
    - Food
    - Tools
    - Shelter
    - Ceremonies and rituals
    - Post contact histories.

An Aboriginal Heritage Information Management System (AHIMS) search was performed on 10 October 2023 and found 10 sites located within or immediately adjacent (i.e. within 50 metres) of the proposed change. Of these, one site (site 45-5-2305) has a centroid placed within the proposed change boundary and nine have a centroid placed outside the proposed change boundary. Table 4-11 outlines the details of these AHIMS sites, including their validated status, which was determined through surveys undertaken for the Modification 6 assessment (see Table 5-4 of Appendix I of the Modification 6 Report). Refer to Appendix C for further details on the AHIMS search results.

Table 4-11 AHIMS Sites within 50 metres of the proposed change

AHIMS Site ID	Proposed change site/s located within 50 metres	AHIMS database status	Validated status (Modification 6 Report)
45-5-2479	1b	Valid	N/A*
45-5-2480	1b	Valid	Destroyed
45-5-2481	1b	Valid	Destroyed
45-5-2709	1b	Valid	N/A*
45-5-2761	1b	Valid	Destroyed
45-5-2305	41 (within proposed change boundary)	Valid	Destroyed
45-5-3080	41	Valid	N/A*
45-5-2976	44	Valid	Destroyed
45-5-2795	55	Destroyed	N/A*
45-5-2974	78 and 79	Destroyed	N/A*

*Sites that are located over 50 metres from the approved construction footprint were not surveyed as part of the Modification 6, and therefore do not have a validated status (i.e. status of 'N/A').

Works that would occur at sites 18, 20a, 41 and 75 are located in areas immediately adjacent to watercourses, which are considered to be potentially archaeologically sensitive.

4.7.3 Assessment of potential impacts

Further investigations were completed in February 2024 of AHIMS sites 45-5-2479, 45-5-2709 and 45-5-3080, as they were listed as valid on the AHIMS database, are within 50 metres of the proposed change and were not validated as destroyed in the Modification 6 Report. These investigations revealed that AHIMS site 45-5-2709 should in fact be listed as destroyed. An Aboriginal heritage impact permit (AHIMS permit #1637) was issued 23 April 2003 with consent to destroy the site *'in the course of proposed corridor of the Western Sydney Orbital'*. Due to lack of additional information on sites 45-5-2479 and 45-5-3080 a field survey by Andrew McLaren (Principal Heritage Specialist – AECOM) was performed on 20 February 2024 to confirm the location and status of these sites.

The survey revealed that it is highly likely that site 45-5-3080 was destroyed and that site 45-5-2479 is unlikely to be located within or immediately adjacent to the proposed change. Details of the survey and relevant findings are outlined further below for sites 45-5-3080 and 45-5-2479:

- 45-5-3080
    - Field observations confirmed that AHIMS coordinates for the site are likely to be correct, placing the site outside but immediately west (<1 m) of the fences shared pathway corridor
    - Ground Surface Visibility (GSV) conditions at and surrounding the site's registered location were very poor due to thick grass/weed cover, as well as large quantities of fallen tree matter
    - No Aboriginal objects were identified at or surrounding the site location during the visual inspection
    - A comparison of the sketch map provided the site card of site 45-5-3080 with historical aerials pre- and post-dating the construction of the Westlink M7 indicates that the site would have been

totally destroyed via heavy earthworks for the construction of the Westlink M7. As such, site 45-5-3080 does not represent a constraint to the proposed change.

- A Natural and Unauthorised Impact Assessment Form has been submitted and approved. Therefore, this site is officially listed as destroyed on the AHIMS database.

- 45-5-2479
  - AHIMS coordinates for this isolated artefact place it approximately [redacted]. However, it is noted that the site map provided in the site's AHIMS site card, which has been georeferenced and attached, indicates that the registered coordinates for this site are incorrect, with the site actually located [redacted] of its current location (see Appendix C). Thus the corrected location for 45-5-2479 places it [redacted]
  - Both the AHIMS registered and corrected locations for 45-5-2479 were subject to visual inspection
  - GSV conditions at both locations were very poor due to thick grass/weed cover, as well as large quantities of fallen tree matter
  - No Aboriginal objects were identified at or surrounding either location during the visual inspection

Given the above, and that the proposed change at site 1b would be restricted to the road corridor, fenced shared pathway and previously disturbed areas, impacts to these AHIMS sites are considered highly unlikely. Updated status of AHIMS sites following the above investigations is outlined in Table 4-12.

Table 4-12 Updated status of sensitive AHIMS sites

AHIMS Site ID	Proposed change site/s located within 50 metres (updated following February 2024 investigations)	AHIMS database status	Validated status (updated following February 2024 investigations)
45-5-2479	N/A	Valid	N/A
45-5-2709	1b	Valid	Destroyed
45-5-3080	41	Valid	Destroyed

It is recommended that mitigation measures should remain as previously advised for sites located outside of, but directly adjacent to the construction boundary (see mitigation measure AH5 in Section 5.2). Additional mitigation measures for the above sites are considered unwarranted.

Additionally, standard environmental site inductions prepared for the approved project, which include an Aboriginal heritage component, would be implemented for the proposed change in order to avoid Aboriginal heritage impacts due to works occurring in potentially archaeologically sensitive areas. At a minimum, it would outline current protocols and responsibilities with respect to the management of Aboriginal heritage within the construction boundary (including unexpected finds) and provide an overview of the diagnostic features of potential Aboriginal site types/objectives (as required by mitigation measure AH4). Furthermore, the existing Construction Cultural Heritage Management Plan (CCHMP) that is included in the CEMP, would be updated to include information regarding the proposed change prior to construction activities occurring (as required by mitigation measure AH3). An unexpected Aboriginal heritage finds procedure is included in the CCHMP. Considering the implementation of these measures, works adjacent to watercourses at sites 18, 20a, 41 and 75 are not anticipated to result in impacts to Aboriginal heritage. Impacts to AHIMS sites #45-5-2305 and #45-5-2761 are not expected due to their validated 'destroyed' status and the implementation of the above mitigation measures.

Furthermore, as no changes to timing, equipment or methodology of the approved project are anticipated, additional Aboriginal heritage impacts associated with the proposed change are considered unlikely. Management measures identified in the EAD are considered appropriate for the proposed change to avoid Aboriginal cultural heritage impacts and manage unexpected finds. Considering this, Aboriginal heritage impacts of the proposed change are considered consistent with what was outlined in the EAD.

4.7.4 Environmental management measures

Management measures identified in the EAD are considered appropriate for the proposed change to avoid Aboriginal cultural heritage impacts and manage unexpected finds.

4.8 Surface water and groundwater

4.8.1 Assessment methodology

Section 7.5 of the Modification 6 Report describes the methodologies used to assess surface water and groundwater impacts for the approved project.

4.8.2 Existing environment

The proposed change is located within the following water catchments and traversed by the following tributaries:

- Georges River catchment which includes Cabramatta Creek catchment and:
    - Cabramatta Creek (sites 18 and 20a)
    - Douglas Creek (site 41)
- Hawkesbury-Nepean which includes Eastern Creek catchment and:
    - Reedy Creek (site 75).

Land uses surrounding the Cabramatta Creek catchment and Eastern Creek Catchment are mainly comprised of medium density residential, industrial and commercial development and therefore adjacent waterways are subject to urban pollution.

The existing environment as described in section 7.5 of the Modification 6 Report applies to this consistency assessment, as the surface water and groundwater conditions have not substantially changed since the assessment was performed. The environmental conditions include the following aspects:

- Climate and soils
- Existing drainage infrastructure
- Existing surface water quality
- Groundwater (including hydrogeology, existing groundwater quality, groundwater users, groundwater dependent ecosystems).

4.8.3 Assessment of potential impacts

The primary potential for impacts on surface water during construction is through erosion and mobilisation of sediments and associated nutrients, heavy metals and toxicants into waterways. Groundwater may be impacted if construction activities intersect with the groundwater, and/or where construction impacts on the surface water regimes which are hydraulically connected to shallow groundwater.

The potential impacts on surface water and groundwater depend primarily on the nature, extent, and magnitude of construction activities and their interaction with watercourses and groundwater.

No additional watercourses would be impacted over what was described in the EAD. The proposed change sites 18, 20a, 41 and 75 are all located within 20 metres of the location at which the approved project footprint intersects the relevant watercourse. Construction activities being undertaken at the proposed change sites would be an extension of the construction activities being undertaken within the approved project footprint. These activities are generally associated with bridge construction or noise wall construction. Considering that no additional construction activities would take place, the implementation of mitigation measures outlined in the EAD are considered sufficient to minimise the potential for impact to surface water and groundwater.

In accordance with CoA D65, prior to works commencing at these sites, erosion and sediment controls would be installed and maintained, in accordance with the publication Managing Urban Stormwater: Soils & Construction (4th edition, Landcom 2004). Additionally, in accordance with CoA 106 works on waterfront land and within watercourses must have regard to Guidelines for controlled activities on waterfront land (NRAR, 2018).

Therefore, the proposed change is considered to be consistent with the approved project.

4.8.4 Environmental management measures

Management measures identified in the EAD are considered appropriate for the proposed change to avoid surface water and groundwater impacts.

4.9 Hydrology and flooding

4.9.1 Assessment methodology

Section 7.4 of the Modification 6 Report describes the methodologies used to assess hydrology and flooding impacts for the approved project.

4.9.2 Existing environment

The existing environment as described in section 4.9 of the Modification 6 Report applies to this consistency assessment, as the hydrology and flooding conditions have not substantially changed since the assessment was performed.

4.9.3 Assessment of potential impacts

Construction activities have the potential to change flood behaviour and impact the surrounding environment. In addition, flooding has the potential to impact construction areas within and near the proposed change (i.e. potential inundation of the proposed change sites and nearby areas associated with the approved project).

Overall, the proposed change has the potential to exacerbate the flooding conditions projected for construction phase of the approved project. This is because construction activities associated with the proposed change would impose a larger footprint on flood prone areas located outside the approved project construction footprint. Construction activities associated with the proposed change that could result in changes to flood behaviour if not mitigated include:

- Clearing of vegetation and topsoil

- Earthworks associated with lane widening
- Provision of temporary water management controls for construction including establishment of waterway crossings
- Bridge construction and widening works
- Noise wall construction
- Other works including milling and resheeting

Additionally, without the implementation of appropriate mitigation measures, the inundation of the construction work areas by floodwater has the potential to:

- Cause damage to approved project and proposed change works and delays in construction programme
- Pose a safety risk to construction workers
- Detrimentally impact the downstream waterways through the transport of sediments and construction materials by floodwater
- Obstruct the passage of floodwater and overland flow, which in turn could exacerbate flooding conditions in surrounding existing development.

Proposed change sites 18, 20a, 41 and 75 pose the greatest risk of impact to hydrology and are most flood prone as they are located adjacent to watercourses and in areas outside the existing Westlink M7 roadway, such as vegetated areas adjacent to the roadway or areas under existing bridges (see section 4.8 for details which watercourses are intersected). No additional watercourses would be impacted over what was described in the EAD.

The proposed change sites 18, 20a, 41 and 75 are all located within 20 metres of the location at which the approved project footprint intersects relevant watercourses. These catchments have been mapped for flood risk and an assessment of impacts against each construction works area and ancillary facility within these catchments has been undertaken for the approved project. Proposed change sites 18, 20a, 41, 75 and adjacent areas, which form part of the approved project, have been mapped to be in areas of high hydraulic hazard (see Appendix G – Part 4 of the Modification 6 Report).

Construction activities occurring at the proposed change sites would reflect an extension of the construction activities being undertaken within the approved project footprint. These activities are generally associated with bridge construction or noise wall construction. Considering that no additional construction activities would take place, the implementation of mitigation measures outlined in the EAD are considered sufficient to minimise the potential impacts related to hydrology and flooding. For example, at bridge construction sites it would be necessary to design and construct temporary access roads and working platforms to manage the potential for scour and transport of material into watercourses, whilst also maintaining a passage for the conveyance of floodwater through the construction site.

Impacts to hydrology and flooding would be mitigated through the preparation of a flood management plan that will be prepared as part of the CEMP, and will detail the processes for flood preparedness, materials management, weather monitoring, site management and flood incident management in accordance with mitigation measure FL1. The Flood Management Plan will be developed in accordance with relevant guidelines and align with the flood management plan prepared for the EAD.

4.9.4 Environmental management measures

Management measures for hydrology and flooding identified in the EAD are considered appropriate for the proposed change.

5. Consistency assessment – the Division 5.2 Approval

5.1 Minister's Conditions of Approval

The proposed change has been assessed for consistency against the against the CoA outlined in Schedule 1 (Table 5-1) and Schedule 2 (Table 5-2) of the Westlink M7 Consolidated Approval as amended on 17 February 2023 (the Consolidated Approval). Table 5-1 and Table 5-2 only include CoA that are considered relevant to the proposed change. The decision as to whether a CoA is considered relevant to the proposed change was determined based on whether there is any likelihood that the proposed change could conceivably impact the approved project's ability to meet a CoA.

Table 5-1: Consistency against relevant Minister's conditions of approval for the approved project (Schedule 1)

No.	Condition of Approval	Discussion	Consistent
1A	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: a) Westlink M7 Widening Modification Report prepared by Transport for NSW and dated August 2022; and b) Westlink M7 Widening Submissions Report prepared by Transport for NSW and dated November 2022	The proposed change, as described in section 2.1, would be carried out in accordance with Condition A1.	Yes

No.	Condition of Approval	Discussion	Consistent
1C	In the event of an inconsistency between: 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 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. ***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*	The proposed change would be carried out in accordance with Condition 1C.	Yes
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 would 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. No additional procedures, commitments, preventative actions, performance outcomes and mitigation measures are proposed as part of the proposed change.	Yes
1F	The Modification 6 approval lapses five years after the date on which it is granted, unless work has physically commenced on or before that date.	Subject to approval of this consistency assessment, the work associated with the proposed change would commence within five years of the date on which the approval was granted	Yes

No.	Condition of Approval	Discussion	Consistent
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 be carried out in accordance with Condition 67. Lighting associated with construction would be managed in accordance with the CEMP.	Yes

Table 5-2: Consistency against relevant Minister's conditions of approval for the approved project (Schedule 2)

No.	Condition of Approval	Discussion	Consistent
B1	A Communication Strategy must be prepared to provide mechanisms to facilitate communication about construction and operation of Modification 6 with: (a) the community (including adjoining affected landowners and businesses, and others directly impacted by Modification 6); and (b) the relevant councils and relevant agencies.	The proposed change would be carried out in accordance with these CoA and the communication strategy would account for all works associated with the proposed change.	Yes
B2	The Communication Strategy must: (a) identify people, organisations, councils and agencies to be consulted during the design and work phases of Modification 6; (b) identify details of the community and its demographics; (c) identify timing of consultation;		

No.	Condition of Approval	Discussion	Consistent
	(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; (e) detail the measures for advising the community in advance of upcoming construction including upcoming out-of-hours work as required by Condition D54; (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; (g) set out procedures and mechanisms: (i) through which the community can discuss or provide feedback to the Proponent; (ii) through which the Proponent will respond to enquiries or feedback from the community; (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; (h) address who will engage with the community, relevant councils and agencies.		
B3	The Communication Strategy must be submitted to the Planning Secretary for approval no later than one (1) month before the commencement of any Work.		
B4	Work for the purposes of Modification 6 must not commence until the Communication Strategy has been approved by the Planning Secretary.		
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		
B6	A Complaints Management System must be prepared and implemented before the commencement of any Work and maintained for the duration of	The proposed change would be carried out in accordance with this CoA and complaints would be addressed as soon	Yes

<table>
<tr><th>No.</th><th>Condition of Approval</th><th>Discussion</th><th>Consistent</th></tr>
<tr><td></td><td>Work and for a minimum for 12 months following completion of construction of Modification 6.

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.</td><td>as practicable. The register would be provided to the Planning Secretary upon request.</td><td></td></tr>
<tr><td>C4</td><td>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.

<table>
<tr><th></th><th>Required CEMP Sub-plan</th><th>Relevant government agencies to be consulted for each CEMP Sub-plan</th></tr>
<tr><td>(a)</td><td>Traffic and Transport</td><td>Relevant council(s)</td></tr>
<tr><td>(b)</td><td>Noise and Vibration</td><td>Water NSW and relevant council(s)</td></tr>
<tr><td>(c)</td><td>Flora and Fauna</td><td>DPI Fisheries and relevant council(s)</td></tr>
<tr><td>(d)</td><td>Soil and water</td><td>DPE Water, WaterNSW and relevant council(s)</td></tr>
<tr><td>(e)</td><td>Heritage</td><td>NSW Hertiage and Water NSW</td></tr>
</table>
</td><td>The proposed change would be carried out in accordance with this CoA and relevant sub-plans would be updated where required with additional information regarding the proposed change and how impacts would be managed.</td><td>Yes</td></tr>
<tr><td>D1</td><td>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.</td><td>The proposed change would be carried out in accordance with this CoA and air quality impacts associated with the proposed change would be managed in accordance with the CEMP and measures outlined in Modification 6.</td><td>Yes</td></tr>
</table>

No.	Condition of Approval	Discussion	Consistent
D2	The clearing of native vegetation must be minimised with the objective of reducing impacts to threatened ecological communities and threatened species habitat.	The footprint of the proposed change sites has been adjusted to minimise the amount of clearing which is to occur where possible while still allowing for the construction of the approved project.	Yes
D3	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, if required, must be provided.	The total amount of land that requires offsetting for both the proposed change and approved project has decreased from 4.45 ha to 3.87 ha. As a result the area of PCT in a condition class that requires offsets would decrease by 0.58 ha and the extent of Southern Myotis Foraging Habitat that would be lost would decrease by 0.14 ha. Prior to clearing the additional areas of PCT vegetation qualifying for Ecosystem Credits in CoA D4, approval must be sought from the Planning Secretary in accordance with CoA D3, and any additional offsets must be retired in accordance with CoA D4. This does not prevent the construction contractor commencing works in the additional construction sites, so long as impacts to PCTs qualifying for Ecosystem and Species Credits do not exceed those identified in the documents listed in Table 4 of the Infrastructure Approval. In order to maintain compliance with the Planning Approval, the construction contractor is to submit a cumulative PCT clearing table with the Clearing and Grubbing Hold Point release requests, which includes previously approved and proposed clearing areas for each PCT to demonstrate that clearing of PCTs does not exceed the approved limits in Table 4 and Table 5 of CoA D4. This management measure would be added to the existing CFFMP.	Yes

No.	Condition of Approval	Discussion	Consistent
		Areas of additional clearing for PCT types 724, 725, 835 and 1737 (see Table 4-3), would be identified as a temporary protection zone within the approved construction footprint. The temporary protection zones would be subject to flagging protocols outlined in the CFFMP. Once the additional approval in accordance with CoA D3 is obtained, these temporary protection zones would be removed and clearing works would occur. Areas of vegetation that are no longer required to be cleared and are to be retained will be subject to exclusion zones throughout the whole construction period. The details of exclusion zones would be documented in the Biodiversity Management Plan/CFFMP as outlined in section 8.2.	
D4	Prior to impacts on the biodiversity values set out in Table 4 and Table 5 of the Consolidated Approval, the number and classes of ecosystem credits and species credits (like-for-like) must be retired	Impacts to biodiversity values would be carried out in accordance with this condition. Like-for-like numbers and classes of ecosystem credits would be retired prior to impacts associated with the proposed change.	Yes
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.	Any adjustments to ecosystems credits due to the proposed change would be undertaken in accordance with this condition.	Yes
D6	Where evidence of compliance with the *Ancillary rules: Reasonable steps to seek like-for-like biodiversity credits for the purpose of applying the variation rules* 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).	Any adjustments to ecosystems and species credits due to the proposed change would be undertaken in accordance with this condition.	Yes

No.	Condition of Approval	Discussion	Consistent
D7	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 in Condition 1A of Schedule 1. *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.*	Relevant sites associated with the approved project have been surveyed in accordance with this CoA and a Microbat Management Plan was developed as part of the CFFMP. As there are no new sites (only extension of existing sites) ongoing weekly microbat inspections would cover the proposed change sites as per the CFFMP and Microbat Management Plan.	Yes
D10	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: (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 (b) Collected plant material, seeds and/or propagated plants from native vegetation impacted by Modification 6, could be used by others in habitat enhancement and rehabilitation work, before pursuing other disposal options.	The clearing of vegetation due to the proposed change, and reuse of native trees and vegetation that is removed, would be undertaken in accordance with the CoA.	Yes
D11	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.	Revegetation and the provision of replacement trees for the proposed change would be carried out in accordance with this CoA, and would be informed by a Tree Survey.	Yes

No.	Condition of Approval	Discussion	Consistent
D12	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.	The removal of trees and the provision of replacement trees for the proposed change would be carried out in accordance with this CoA.	Yes
D14	The design and landscape outcomes of Modification 6 must: (a) Be informed by and be consistent with Appendix K of the Modification Report, including but not limited to the objectives and design principles, requirements, and opportunities (b) Be prepared in consultation with the community (including the affected landowners and businesses or a representative of the businesses), LALCs, the stakeholders identified in Appendix E of the Submissions Report (if interest is expressed in further consultation) and relevant council(s) (c) Have consideration of Designing with Country and the principles and objectives of the draft Connecting with Country Framework (d) Be informed by a design review process undertaken by a Design Review Panel (DRP) including Transport's Urban Design, Roads and Waterways Group and an independent member from the NSW State Design Review Panel Pool nominated by the NSW Government Architect (GANSW). The DRP's review and recommendations must focus on the following components: (iv) The interchanges with the M4 and M12 (including artwork installations) (v) The consistency of upgraded, modified and new noise barriers with the existing design (vi) Maximising the aesthetic consistency of the proposed bridge upgrades with the existing bridge structures.	The proposed change relates to construction and does not incorporate any new design elements other than the proposed maintenance bay at site 41. Landscaping in the areas disturbed by the proposed change would be carried out in accordance with this condition.	Yes

No.	Condition of Approval	Discussion	Consistent
	Note: As part of the design review process, members of the M12 DRP can be involved to ensure consistency of design between the M12 and Modification 6 are achieved.		
D18	Operational noise barriers must be designed to minimise visual and amenity impacts. Opportunities should be explored to incorporate aesthetics, wayfinding and public art into the design of the noise barriers	The proposed change relates to construction and does not incorporate any additional noise barriers to the approved project design.	Yes
D19	A Design and Landscape Plan (DLP) must be prepared to document and illustrate the permanent built works and landscape design of Modification 6 and how these works are to be maintained. The DLP must inform the final design of the modification and give effect to the outcomes and commitments documented in Condition 1A of Schedule 1. The Plan does not apply to work, which for technical, engineering, or ecological requirements, or other requirements as agreed by the Planning Secretary, do not allow for alternative design outcomes.	The proposed change relates to construction and does not incorporate any new design elements other than the proposed maintenance bay at site 41. Landscaping in the areas disturbed by the proposed change would be carried out in accordance with the DLP. The proposed maintenance bay would be incorporated and appropriately accounted for the in DLP.	Yes
D24	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: (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; (b) site specific plans and rehabilitation measures for each area to be rehabilitated; and (c) specific measures to address weed management, erosion and sediment control/bank stabilization, rubbish removal and habitat supplementation. The VMP must be prepared in consultation with a qualified bushland regenerator.	Proposed change sites 18, 20a, 41 and 75 are located directly adjacent to waterways. Any creek side areas requiring revegetation due to the proposed change would be rehabilitated in accordance with this condition.	Yes

No.	Condition 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 be carried out in accordance with this condition. A survey was undertaken to confirm the status of valid AHIMS sites within 50 metres of the proposed change and assessed if impacts to these sites are likely to occur. It was found that impacts known Aboriginal objects within the vicinity of the proposed change is highly unlikely. In order to avoid impacts to other/unknown Aboriginal objects, the proposed change would be carried out in accordance with Aboriginal heritage management measures outlined in the EAD and the CCHMP.	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).	If previously unidentified Aboriginal objects are discovered during construction of the proposed change, works would be managed in accordance with this condition.	Yes
D35	An Unexpected Heritage Finds and Human Remains Procedure must be prepared to manage unexpected heritage finds (including maritime discoveries) in accordance with any guidelines and standards prepared by Heritage NSW and submitted to the Planning Secretary for information before the commencement of Work. The procedure must be included in the Heritage CEMP Plan required by Condition C4.	Unexpected finds within the area of the proposed change would be managed in accordance with the Unexpected Heritage Finds and Human Remains Procedure developed under this condition.	Yes
D37	A detailed land use survey must be undertaken to confirm sensitive land use(s) (including critical working areas such as operating theatres and precision laboratories) potentially exposed to construction noise and vibration, construction ground-borne noise and operational noise. The survey may be undertaken on a progressive basis but must be undertaken in any one area before the commencement of work which generates	A detailed land use survey has been undertaken for the approved project that outlines sensitive land uses potentially exposed to construction noise and vibration, construction ground-borne noise and operational noise. The land use survey was performed on all areas contained within the NCAs listed in the EAD.	Yes

No.	Condition of Approval	Discussion	Consistent
	construction or operational noise, vibration or ground-borne noise in that area. The results of the survey must be included in the Noise and Vibration CEMP Sub-plan required by Condition C4 (Part C).	The proposed change is not anticipated to impact areas outside of the NCAs listed in the EAD. Therefore, the detailed land use survey undertaken for the approved project sufficiently encompasses the sensitive receivers impacted by the proposed change. Thus additional land use surveys would not be required for the proposed change.	
D38	Work must be undertaken during the following hours: (a) 7:00 am to 6:00 pm Mondays to Fridays, inclusive; (b) 8:00 am to 6:00 pm Saturdays; and (c) at no time on Sundays or public holidays.	Construction works associated with the proposed change would be undertaken during standard construction hours except as permitted by another CoA or as permitted by an Environmental Protection Licence (EPL).	Yes
D39	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: (a) between the hours of 8:00 am to 6:00 pm Monday to Friday; (b) between the hours of 8:00 am to 1:00 pm Saturday; and (c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour. 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.	Any highly noise intensive works associated with the proposed change that result in an exceedance of the applicable NML at the same receiver would be undertaken in accordance with this condition.	Yes
D40	Notwithstanding Conditions D38 and D39 work may be undertaken outside the hours specified in the following circumstances (a, b or c): (a) Safety and Emergencies, including: (vii) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or (viii) 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.	Any works undertaken outside of standard hours within the proposed change would be undertaken in accordance with this condition	Yes

No.	Condition of Approval	Discussion	Consistent
	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 endeavours 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. (b) Work that meets any of the following criteria: (i) Work that causes LAeq(15 minute) noise levels: • 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 (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: • 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). (c) By Approval, including: (i) where different construction hours are permitted or required under an EPL in force in respect of Modification 6; or (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 (iii) negotiated agreements with directly affected residents and sensitive land use(s).		

No.	Condition of Approval	Discussion	Consistent
D41	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: (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: (i) the ER and AA review all proposed out-of-hours activities and confirm their risk levels, (ii) low risk activities can be approved by the ER in consultation with the AA, and (iii) high risk activities that are approved by the Planning Secretary; (b) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria; (c) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods consistent with the requirements of Condition 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; (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 (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. 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.	Any works undertaken outside of standard hours as part of the proposed change would be undertaken in accordance with this condition	Yes

No.	Condition of Approval	Discussion	Consistent
	Adherence to the Protocol does not apply if the requirements of Condition D40(a) or (b) are met. *Notes:* 1. *Conditions D54 and D55 provide additional parameters to be considered.* 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	Mitigation measures must be implemented with the aim of achieving the following construction noise and vibration outcomes: (a) Construction 'Noise affected' NMLs established using the Interim Construction Noise Guideline (DECC, 2009) (b) Vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure) (c) Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives" (d) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and This version includes: Modification 1 approved on 19 June 2003 Modification 4 approved on 24 January 2006 Modification 2 approved on 4 May 2004 Modification 5 approved on 18 July 2019 Modification 3 approved on 25 August 2004 Modification 6 approved on 17 February 2023 Page 86 (e) The vibration limits set out in the German Standard DIN 4150-3: Structural Vibration effects of vibration on structures (for structural damage). Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan	The proposed change would be carried out in accordance with Condition D42. Works undertaken as part of the proposed change would be managed in accordance with the Noise and Vibration CEMP sub-plan.	Yes
D44	Mitigation measures must be applied when the following residential ground-borne noise levels are exceeded:	Ground-borne noise associated with the proposed change would be managed in accordance with this condition.	Yes

No.	Condition of Approval	Discussion	Consistent
	(a) evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and (b) night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A). 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.		
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.	Works undertaken as part of the proposed change which are in the vicinity of noise and vibration sensitive receivers and critical work areas would be in undertaken in accordance 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 be carried out in accordance with Condition D46.	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.	Works associated with the proposed change would be carried out in accordance with this condition.	Yes

No.	Condition of Approval	Discussion	Consistent
D48	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.	Vibration intensive works associated with the proposed change would be managed in accordance with this condition.	Yes
D57	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.	Any utilities and service identified within the proposed change would be managed in accordance 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’.	Works as part of the proposed change which result in the disturbance of land would be managed in accordance with the Blue Book.	Yes
D67	Detailed Site Investigations to confirm moderate and high risk contaminated sites 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. The Detailed Site	The proposed change would carried out in accordance with Condition D67 and would not impact the approved project’s ability to meet this condition. Additional Detailed Site Investigations may be required prior to works commencing at site 1b dependant upon the results of the additional site investigations that would be undertaken in accordance with mitigation measure C2.	Yes

No.	Condition of Approval	Discussion	Consistent
	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.		
75	An Unexpected Finds Procedure for Contamination must be prepared before the commencement of Work. The procedure must: (a) Be followed should unexpected contamination or asbestos (or suspected contamination) be excavated or otherwise discovered (b) Include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved (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.	The proposed change would be carried out in accordance with Condition 75.	Yes
76	The Unexpected Finds Procedure for Contamination must be implemented during work.	The proposed change would be carried out in accordance with Condition 76.	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 be carried out in accordance with Condition D80.	Yes
D82	Windsor Road, and the Windsor Road/Edinburgh Circuit/Sandringham Drive roundabout at Cecil Hills must not be used as a detour route during closures of the M7 Motorway during construction. *Note: The detour for southbound traffic during closures between Cowpasture Road and Elizabeth Drive in Table 7-9 of Chapter 7.1 of the Modification Report identifies an alternate route*	The proposed change would not affect M7 detour routes and would comply with this condition.	Yes
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	Any additional local road required to access the proposed change that is not listed in Table 6-6 of Appendix D of the	Yes

No.	Condition of Approval	Discussion	Consistent
	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.	Modification 6 Report, such as Middleton Drive and Saxony Road, would be approved by the Planning Secretary and included in the Traffic, Transport and Access Management CEMP sub-plan	
D87	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	The proposed change would be carried out in accordance with Condition D87. Where sites would impact the shared path, alternate routes would be implemented that would maintain safe cyclist and pedestrian access.	Yes
D89	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. Adequate signage and directions to businesses must be provided prior to, and for the duration of, any disruption.	The proposed change would be carried out in accordance with Condition D89. The proposed change would not result in any additional impacts to property access and no direct impacts to on-street parking have been identified.	Yes
D91	Temporary active transport facilities and detours must be designed, constructed and/or rectified in accordance with: (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) (b) The Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads 2017) where not otherwise covered by (a) (c) Relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility	The proposed change would be carried out in accordance with Condition D91. Where the proposed change might affect the shared path (sites 11a, 18, 41, 44 and 112), alternate routes would be identified in accordance with the requirements of this condition.	Yes

No.	Condition of Approval	Discussion	Consistent
	(d) Relevant Crime Prevention Through Environmental Design (CPTED) principles (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. 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: (i) Where the temporary active transport facilities are located (ii) Which elements of the requirements of Condition D91 (a) - (e) cannot be met and why this is acceptable. *Note: In the event of an inconsistency, the latest guidance document prevails to the extent of the inconsistency.*		
D93	The Proponent must provide a sealed active transport connection along the existing unpaved corridor to the north of the Main Western Line between the corner of Station Street and the Westlink M7 Share Path at Rooty Hill. The connection must be completed prior to the completion of construction of Modification 6.	The proposed change does not impact the provision of a sealed active transport connection along the existing unpaved corridor to the north of the Main Western Line between the corner of Station Street and the Westlink M7 Share Path at Rooty Hill.	Yes
D97	Bus stops must not be closed or relocated (either temporarily or permanently) until replacement bus stops, within a 400 metre walking distance of the existing bus stop, that comply with relevant standards, are functioning with similar capacity and amenity to that which it has replaced. Closure and relocation of bus stops must be undertaken in consultation with relevant council(s). Wayfinding signage must be provided to direct commuters to adjacent or relocated bus stops. Pedestrian access to relocated bus stops must meet accessibility and safety standards.	The proposed change would be carried out in accordance with Condition D97. The proposed change would not impact any bus stops.	Yes
D99	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:	The proposed change would be carried out in accordance with Condition D99. Any additional utility work performed as part of the proposed change would be integrated into the existing Utilities Management Strategy where relevant.	Yes

No.	Condition of Approval	Discussion	Consistent
	(a) A description of all utility Work to be undertaken; and (b) Management measures to be implemented to manage dust, noise, traffic, access, lighting and other relevant impacts associated with utility Work. The Utilities Management Strategy must be submitted to the Planning Secretary for approval at least one month before the commencement of utility Work.		
D101	Waste generated during construction and operation must be dealt with in accordance with the following priorities: (a) Waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced (b) Where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered (c) Where re-using, recycling or recovering waste is not possible, waste must be treated or disposed of.	The proposed change would be carried out in accordance with Condition D101.	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 be carried out in accordance with Condition D106.	Yes
D108	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: (a) such measures would adequately manage the risk of erosion and sedimentation in accordance with Volume 1 and 2D of the Blue Book, and (b) contaminated soils do not pose a risk to water quality in receiving waterways. The Proponent must obtain approval from the Secretary before implementing the alternative local erosion and sediment control measures.	The proposed change would be carried out in accordance with Condition D108. The Proponent would obtain approval from the Secretary before implementing the alternative local erosion and sediment control measures.	Yes

No.	Condition of Approval	Discussion	Consistent
	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).		
D111	Any contaminated groundwater extracted from excavations during piling must be disposed of at a licensed waste facility.	The proposed change would be carried out in accordance with Condition D111 .	Yes

Considering the above the proposed change can be accommodated within the CoA.

5.2 Statement of Commitments / environmental management measures

The proposed change has been assessed for consistency against the relevant commitments and environmental management measures outlined in Modification 6 (refer to Table 5-3). Only environmental management measures that are considered relevant to the proposed change have been considered. The decision as to whether an environmental management measure is considered relevant to the proposed change was determined based on whether there is any likelihood that the proposed change could conceivably impact the approved project's ability to meet the environmental management measure.

The proposed change has been assessed in Table 5-3 in relation to the relevant commitments / environmental management measures in the context of the Division 5.2 Approval.

Table 5-3: Consistency against relevant Statement of Commitments / environmental management measures

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
AH3	An Aboriginal Cultural Heritage Management Plan (ACHMP), to be included in the Construction Environmental Management Plan (CEMP), shall be prepared prior to construction of the proposed modification. An unexpected Aboriginal heritage finds procedure will be included in the ACHMP.	Works that would occur at sites 18, 20a, 41 and 75 are located in areas immediately adjacent to watercourses, which are considered to be archaeologically sensitive. Impacts to Aboriginal heritage would be avoided through the implementation of these mitigation measures, which are detailed in the CCHMP (equivalent to ACHMP). Additionally, the CCHMP will be updated to record the information gathered through the Aboriginal cultural heritage investigations performed February 2024 for this consistency assessment (see section 4.7).	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 as unexpected finds) and provide an overview unexpected of the diagnostic features of potential Aboriginal site types/objects.		Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
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.	Aboriginal heritage surveys by a qualified archaeologist revealed that no new AHIMS sites are located within or adjacent to the proposed change. AHIMS sites already subject to this mitigation measure would continue to be protected as specified on the EAD.	Yes
B1	A Biodiversity Management Plan will be developed to include, but not be limited to, the following: • 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	The Biodiversity Management Plan/CFFMP would be adhered to, and the proposed change is consistent with this mitigation measure. PCT areas to be cleared and subject to temporary protection zones (as outlined in Table 4-2) and additional areas of vegetation subject to exclusion zones for the entire construction phase (see Appendix A and Appendix B) would be specified and mapped in the CFFMP in accordance	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	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 preclearing 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 for 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	with *Guide 2: Exclusion zones of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects*. Additionally, in order to maintain compliance with the Planning Approval the following management measure would be added to the CFFMP: the construction contractor is to submit a cumulative PCT clearing table with the Clearing and Grubbing Hold Point release requests, which includes previously approved and proposed clearing areas for each PCT to demonstrate that clearing of PCTs does not exceed the approved limits in Table 4 and Table 5 of CoA D4.	

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	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: Reuse of woody debris and bushrock) (RTA, 2011).		
B3	Undertake field survey in accordance with the bat survey guidelines (OEH 2018), Appendix F of the Microbat Management Guidelines (Transport for NSW, 2021a) and the Threatened Biodiversity Data Collection to confirm whether Southern Myotis is using the Subject Land for its foraging or breeding/roosting, to both inform the Microbat Management Plan and to refine the offset obligations.	Field surveys have been undertaken in accordance with this mitigation measure, which informed the existing Microbat Management Plan. Relevant sites associated with the proposed change would be subject to ongoing field surveys in accordance with the Microbat Management Plan developed as part of the CFFMP.	Yes
T1	A CTAMP will be prepared as part of the CEMP in consultation with Transport, relevant local councils and in accordance	The proposed change would be managed in accordance with the CTAMP/CTTMP.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	with relevant guidelines including consideration for: • 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.		
T2	Changes to bus routes and bus stops will be implemented in consultation with Transport, local councils and bus operators. These will consider measures to minimise impacts to buses such as delaying road closures to avoid bus detours, if possible.	The proposed change would not impact on any bus stops and would not result in additional public transport detour routes	Yes
T3	Movements of haulage vehicles will be planned to minimise movements on the road network during the AM and PM peak periods where practicable.	Haulage vehicle movements associated with the proposed change would be consistent with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
T4	An active transport strategy will be developed to document planned shared path detours and recommend upgrades to the surrounding shared path/footpath network to safely accommodate shared path users.	Shared path detours that are required as a result of the proposed change would be documented in the active transport strategy.	Yes
NV1	A Construction Noise and Vibration Management Plan (CNVMP) will be prepared and include the following standard and specific actions and mitigation measures: • 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, 2016) 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	Works associated with the proposed change would be undertaken in accordance with this mitigation measure. The existing CNVMP would be updated with information relevant to the proposed change.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	• 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. 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. Consultation should be undertaken with the relevant contractors to manage cumulative impacts on sensitive receivers within common areas. 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.		
NV2	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	Works associated with the proposed change which result in an exceedance of the construction NML would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	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: • 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. Community consultation regarding construction noise and vibration will be detailed in the Community Stakeholder and 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).		

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
NV4	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.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
NV5	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.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
NV6	Where properties have been identified for architectural treatment and these properties will be impacted by noise from construction works, Transport will consult with those property owners on the early installation of treatments to provide noise mitigation during the construction of the proposed modification. This approach will assist in managing noise through all phases of the proposed modification.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
NV7	• 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	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	(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. Mitigation measures for vehicle movements outside of standard construction hours will be included in the CNVMP.		
NV11	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. Additional mitigation measures include: • Notification (letterbox drop or equivalent) to give advanced warning of works • Specific notifications to identified stakeholders	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	• 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 • Respite Period Two where there is nigh 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.		
NV12	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. 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. Equipment will be maintained and operated in an efficient manner, in accordance with	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	manufacturer's specifications, to reduce the potential for adverse vibration impacts.		
NV13	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: • 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.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
NV14	A detailed survey will be undertaken prior to vibration intensive construction commencing to identify all nearby vibration sensitive buildings. Applicable vibration criteria and construction strategies will need to be included in the CNVMP for each of the identified locations, ensuring that the works' impacts will be appropriately controlled	Works associated with the proposed change would be undertaken in accordance with this mitigation measure. A detailed survey, in accordance with the CNVMP would be carried out to confirm to identify all nearby vibration sensitive buildings and subsequent applicable vibration criteria and construction strategies. .	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
NV15	To minimise the traffic noise impact from the diversions, works requiring diversions will be limited as follows: • No more than two consecutive evenings and/ or nights • No more than three evenings and/ or night per week • No more than 10 evenings and/ or night per month.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
NV16	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: • Traffic diversions limited in duration as noted in NV15 • Notification (letterbox drop or equivalent) • Specific notifications • Individual briefings and/or community consultations.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
LUP1	A survey of all leased areas will be completed prior to leasing the land to document the pre-leased condition and share this survey with the landowner prior to	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	construction commencing. The landowner will have the opportunity to comment on the survey and their comments will be documented within the survey report.		
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.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
LUP3	Terms and conditions of private land use for construction access will be determined in consultation and agreement with relevant landowners.	Works associated with the proposed change would be undertaken in accordance with this mitigation 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.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
LUP5	The final construction methodology will consider measures required to protect utilities or avoid impacts on these services during construction.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
C1	A Soil and Water Management Plan (SWMP) will be implemented during construction and incorporate the following measures:	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	• 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		

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	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.		
C2	A Sampling, Analysis and Quality Plan will be prepared ahead of detailed site investigations, focusing on potential source areas of potential contamination where the likelihood risk of contamination is moderate to high, and additional areas to give further understanding of potential contamination impacts (Table 7-90 to Table 7-93). The results from the site investigations will be assessed against criteria contained within the *National Environment Protection (Assessment of Site Contamination) Measure* (2013) and other applicable NSW statutory guidelines to assess whether remediation or other management measures are required during construction and to address requirements of *State Environmental Planning Policy (Resilience and Hazards) 2021.*	Works associated with the proposed change would be undertaken in accordance with this mitigation measure. Areas of site 1b located outside the soils and contamination study area would be considered a potential source area of contamination and would be investigated in accordance with the mitigation measure. Matters regarding contamination at site 1b will be integrated into the Sampling, Analysis and Quality Plan as required.	Yes
C4	Contamination within the Westlink M7 lease area will be managed in accordance with the existing or updated Operational	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	Environmental Management Plan (OEMP). Pre-construction contamination condition surveys will be undertaken on all sites intended to be used as construction ancillary facilities. Post construction contamination condition surveys will be undertaken on all ancillary facilities and any contamination caused by the use of the site as a construction ancillary facility remediated to a standard suitable for the identified land use. Remediation will be undertaken by the construction contractor prior to operation of the modification.		
FL1	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 be integrated into the flood management plan prepared as part of the approved project.	Yes
LV1	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	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
LV2	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.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
LV3	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	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
LV4	Keep construction areas clean and tidy and place refuse in appropriate receptacles	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
LV6	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: • 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.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	Investigate opportunities for additional tree plantings		
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.	Seed collection has been undertaken for the M7-M12 Integration project. Works associated with the proposed change would be undertaken in accordance with this mitigation 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 Design and Landscape Plan (DLP) is currently being developed and will address all planting and replanting across the M7 Widening project. Works associated with the proposed change would be undertaken in accordance with this mitigation 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.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
Cu1	Consultation will be undertaken with other project proponents, operators, and/ or contractors to understand construction programmes and ensure that conflicting	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	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 receivers. Communication with other project proponents, operators, and/ or contractors will be an undertaken throughout the construction phase. Any management measures to prevent construction fatigue will be captured in the Construction Environment Management Plan (CEMP). The CEMP will include specific environmental management plans, such as Construction Traffic and Access Management Plans (see Mitigation Measure T1) and Construction Noise and Vibration Management Plan (CNVMP) (see Mitigation Measure NV1).		

The proposed change is consistent with the environmental management measures incorporated as part of the Division 5.2 Approval.

5.3 Project objectives

The objectives of the approved project are detailed within section 3.3.1 of Modification 6 and include:

- 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 approved project objectives and is required to facilitate the safe construction and integration of the approved project into the existing motorway and minimise disruption during construction. As such the proposed change is consistent with the approved project objectives.

5.4 Consistency questions – the Division 5.2 Approval

Table 5-4 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 5-4: 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 approved project to an extent that would be considered a radical transformation of the approved project as a whole, as to be, in reality, an entirely new project?	The purpose of the proposed change (as outlined in section 2) is to allow construction of the approved project as outlined in the EAD and does not involve any new design elements (other than the proposed maintenance bay at site 41) or impacts that are inconsistent with what was assessed in the EAD. The proposed maintenance bay is required to meet SWTC safety requirements for the approved project. As such, the proposed change would not involve any changes to the scope and impacts of the approved project to an extent that it would be considered a radical transformation of the approved project as to be an entirely new project.	Yes
2 Would any CoA need to be amended in light of the change?	As discussed in section 5.1, the proposed change is consistent with the CoA outlined in Schedule 1 and Schedule 2 of the	Yes

Consistency question	Discussion	Consistent
	Consolidated Approval. No CoA would need to be amended due to the proposed change. However, in accordance with CoA D3 and D4, approval to clear vegetation beyond previously approved clearing limits would be requested from the Planning Secretary (see section 4.2 for further detail).	
3 Would the statement of commitments or environmental management measures need to change?	As discussed in section 5.2, the proposed change is consistent with the environmental management measures outlined in the EAD. The statement of commitments or environmental management measures would not need to be amended due to the proposed change.	Yes
4 Would the proposed change be 'generally in accordance with' the documents incorporated in Standard Condition 1A?	The proposed change would be generally in accordance with the documents listed in Standard Condition 1A of the Consolidated Approval, being: • Westlink M7 Widening Modification Report prepared by Transport for NSW and dated August 2022; and • Westlink M7 Widening Submissions Report prepared by Transport for NSW and dated November 2022	Yes
5 Would the environmental impacts of the approved 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 considered to be consistent with the impacts described in the EAD. Management measures detailed in the EAD would be implemented for the proposed change. The proposed change would be consistent with the Approval.	Yes
6 Considering the approved project as a whole, would the magnitude of the change be viewed as consistent with the approved project?	As described in section 2 the proposed change includes amendments to the approved project construction footprint at 18 discreet locations to carry out approved construction activities.	Yes

Consistency question	Discussion	Consistent
	These locations are directly adjoining the approved project construction footprint and the magnitude of the proposed change would result in impacts that are consistent with the approved project. As outlined in section 4 and section 5, the proposed change is consistent with the approved project. Thus the magnitude of the proposed change is minor in comparison to the approved project.	

6. Consistency assessment – EPBC Approval

The EPBC Act provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places, defined in the EPBC Act as 'Matters of National Environmental Significance (MNES)'. The EPBC Act requires the assessment of whether a project is likely to significantly affect MNES or Commonwealth land.

As outlined in section 5.2.1 of the Modification 6 Report, no significant impact in relation to MNES has been identified during the environmental impact assessment for the approved project. As such, a referral to the DCCEEW was not required for the approved project.

Similarly, the proposed change would not result in a significant impact in relation to MNES and would not require referral to the DCCEEW.

7. Conclusion

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 modified project approval must be prepared and submitted for approval by the Minister.~~

☐ ~~Consistent with the EPBC Approval~~

☐ ~~Not consistent with the EPBC Approval. A written request to vary the condition/s of approval / approved action management plan must be prepared and submitted for approval by the Minister for the Environment / A new EPBC referral is required.~~

☐ ~~A radical transformation of the modified project and as such a new project should be developed with new and separate planning approvals obtained as necessary.~~

8. Other considerations

8.1 Permits, licenses and other approvals

Impacts to PCT vegetation due to the proposed change would occur in accordance with CoA D3. Approval to clear vegetation beyond previously approved clearing limits outlined in CoA D3would be requested from the Planning Secretary. An assessment of additional impacts would be provided as part of this request as required by CoA D3, which would be captured in an addendum to the BDAR prepared for the EAD.

Furthermore, impacts to biodiversity values would be carried out in accordance with CoA D4. Like-for-like numbers and classes of ecosystem credits and species credits would be retired prior to impacts associated with the proposed change.

Additionally, in accordance with CoA D83, approval by the Planning Secretary is required for the use of Middleton Drive and Saxony Road by heavy vehicles to access the construction boundary. If approval is granted, requirements for access along these local roads during construction would be included in the Traffic, Transport and Access Management CEMP sub-plan.

There are no additional approval requirements or changes to any permits, licenses or other approvals as a result of the proposed change.

Current EPL for the M7-M12 Integration project covers the approved project and would be updated to apply to the proposed change. Prior to works commencing, premise maps within the EPL would be amended to display the consolidated construction footprint.

8.2 Recommendations

In order to maintain compliance with the Planning Approval, the construction contractor is to submit a cumulative PCT clearing table with the Clearing and Grubbing Hold Point release requests, which includes previously approved and proposed clearing areas for each PCT to demonstrate that clearing of PCTs does not exceed the approved limits in Table 4 and Table 5 of CoA D4. This management measure is to be added to the CFFMP.

It is recommended that areas of additional clearing for PCT types 724, 725, 835 and 1737 (see Table 4-3), be identified as temporary protection zones. These temporary protection zones are to be subject to flagging protocols outlined in in the CFFMP (see mitigation measure B1 in Table 5-3). Temporary protection zones are be specified and mapped in the CFFMP in accordance with '*Guide 2: Exclusion zones of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects'*. Once the additional approval in accordance with CoA D3 is obtained, these temporary protection zones are to be removed and clearing works would occur.

Overall, construction of the proposed change would be managed in accordance with the CoA and environmental management measures outlined in the EAD.

9. Certification

Author

This consistency assessment provides a true and fair review of the proposed change for the approved project.

Name	[redacted]	Signature	[redacted]
Position	Principle Environmental Planner	Date	13/05/2024
Organisation	AECOM Australia Pty Ltd		

Transport for NSW

The proposed change, subject to the implementation of all the environmental requirements of the approved project, is consistent with the Division 5.2 Approval.

Name	[redacted]
Signature	[redacted]
Position	Environment and Sustainability Manager
Date	15/05/2024

I have examined the proposed change 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 Senior Environment and Sustainability Officer and approve the carrying out the proposed change in accordance with those recommendations.

Name	[redacted]
Signature	[redacted]
Position	M7/M12 Senior Manager Environment and Sustainability
Date	15/05/2024

Name	[redacted]
Signature	[redacted]
Position	Transport M7/M12 Integration Project Director
Date	15/5/2024

10. References

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

NSW Department of Planning, 2023. Westlink M7 Consolidated Approval (amended 17 February 2023)

Office of Environment and Heritage (OEH), 2020. Biodiversity Assessment Method. Sydney

Roads and Transport Authority (RTA), 2000. Western Sydney Orbital Project Environmental Impact Statement.

RTA, 2011. Guide 2: Exclusion zones of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects.

Transport for NSW, 2022a. Westlink M7 Widening Modification Report. *Modification 6.*

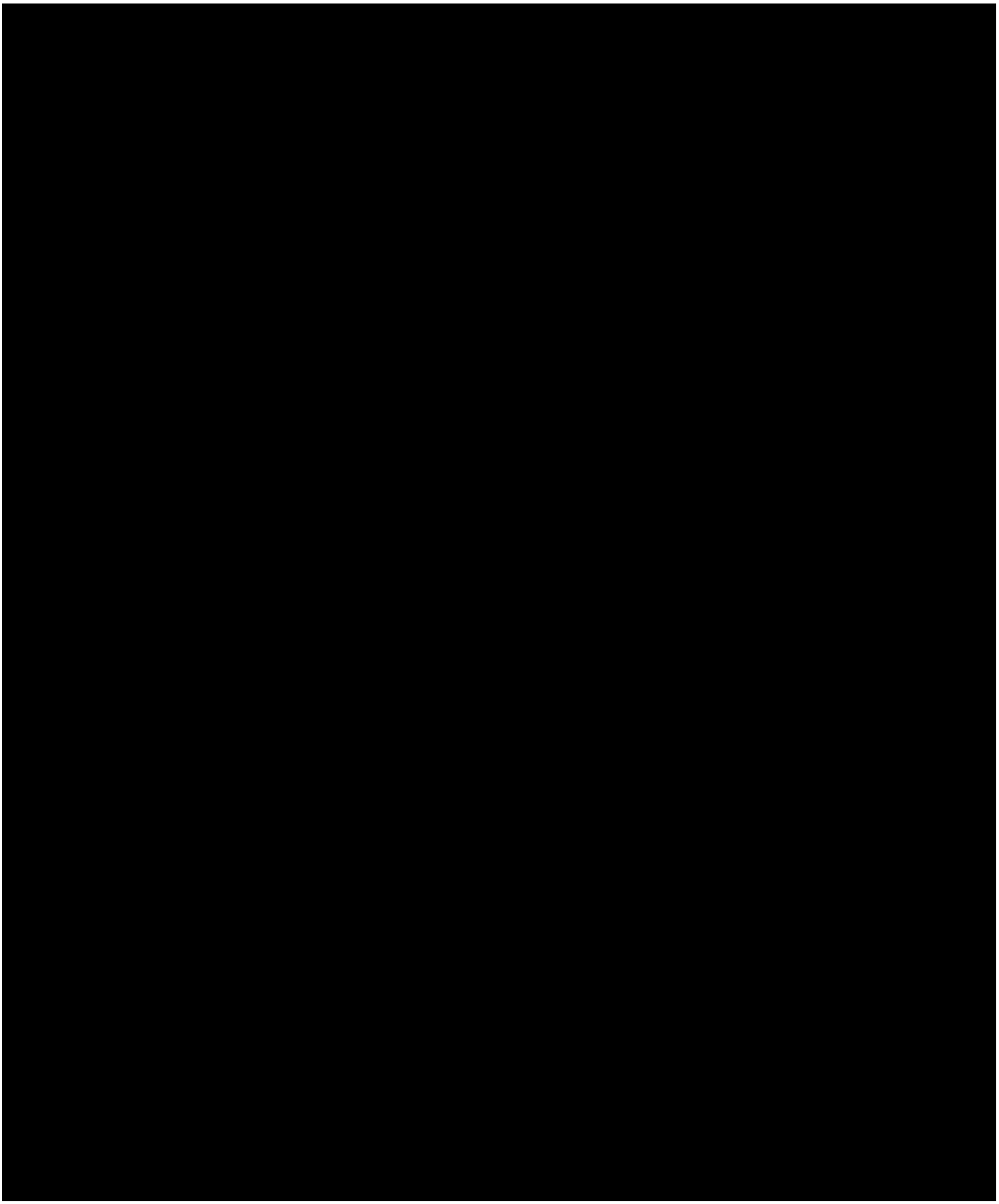
Transport for NSW, 2022b. Westlink M7 Widening, Submissions report

Transport for NSW 2023a. M7 Widening (Modification 6) Minor Consistency Assessment. Minor consistency assessment for propose change to the M7 Widening – Construction incident response bays.

Transport for NSW 2023b. Westlink M7 Widening. Division 5.2 Approval. Consistency assessment report. Changes to the approved construction footprint prepared by Transport for NSW.

Appendix A

Environmental constraints map figure series



M7 CONSISTENCY ASSESSMENT TRANCHE 2

OVERVIEW OF PROPOSED CHANGE - SHEET A-1

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- Approved new noise wall
- Watercourse

Ecology

- Southern Myotis habitat

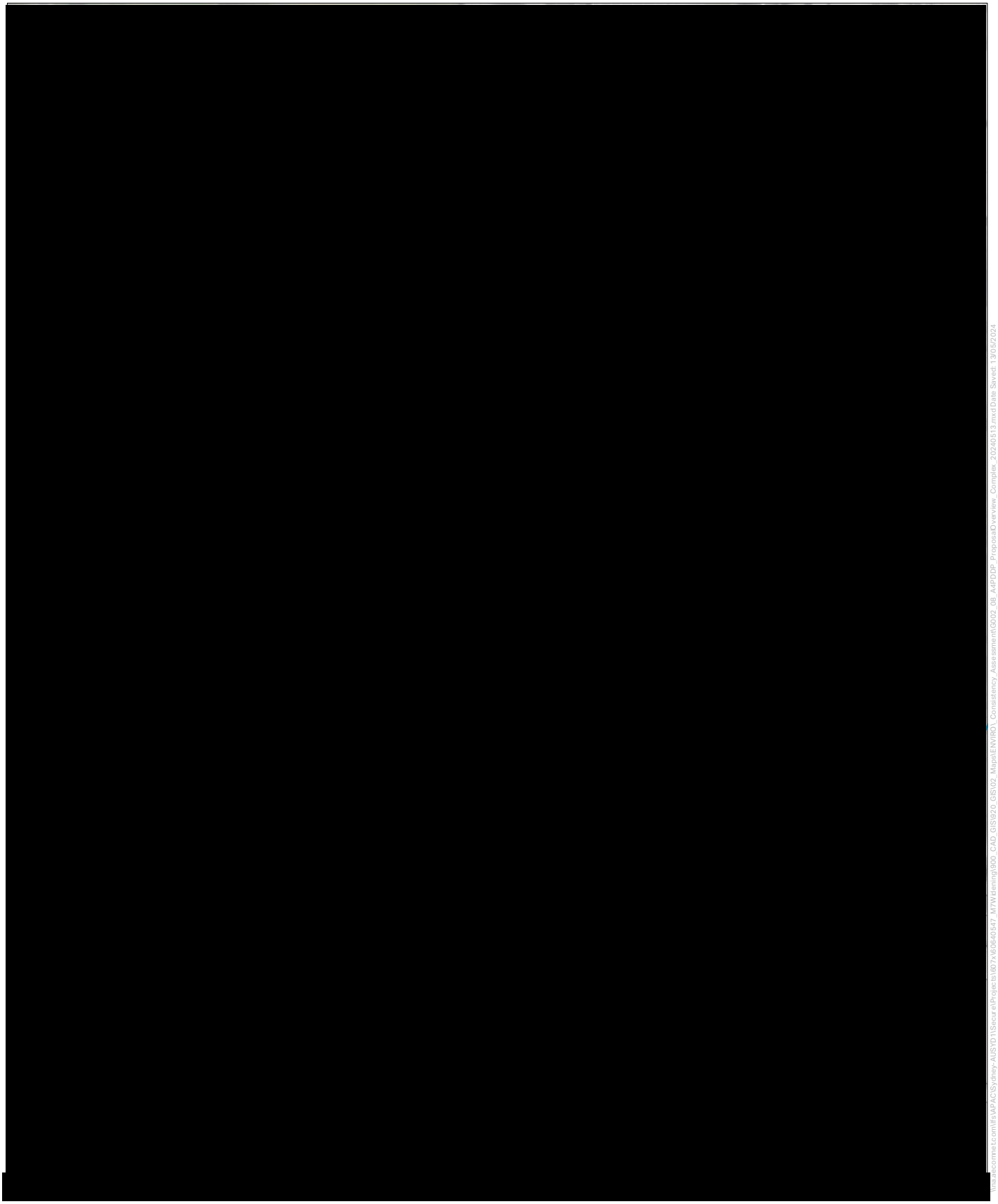
Heritage

- AHIMS record

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT TRANCHE 2

OVERVIEW OF PROPOSED CHANGE - SHEET A-2

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- Watercourse
- M7 bridge approved to be widened

Ecology

- Southern Myotis habitat

Heritage

- AHIMS record

PCT and condition

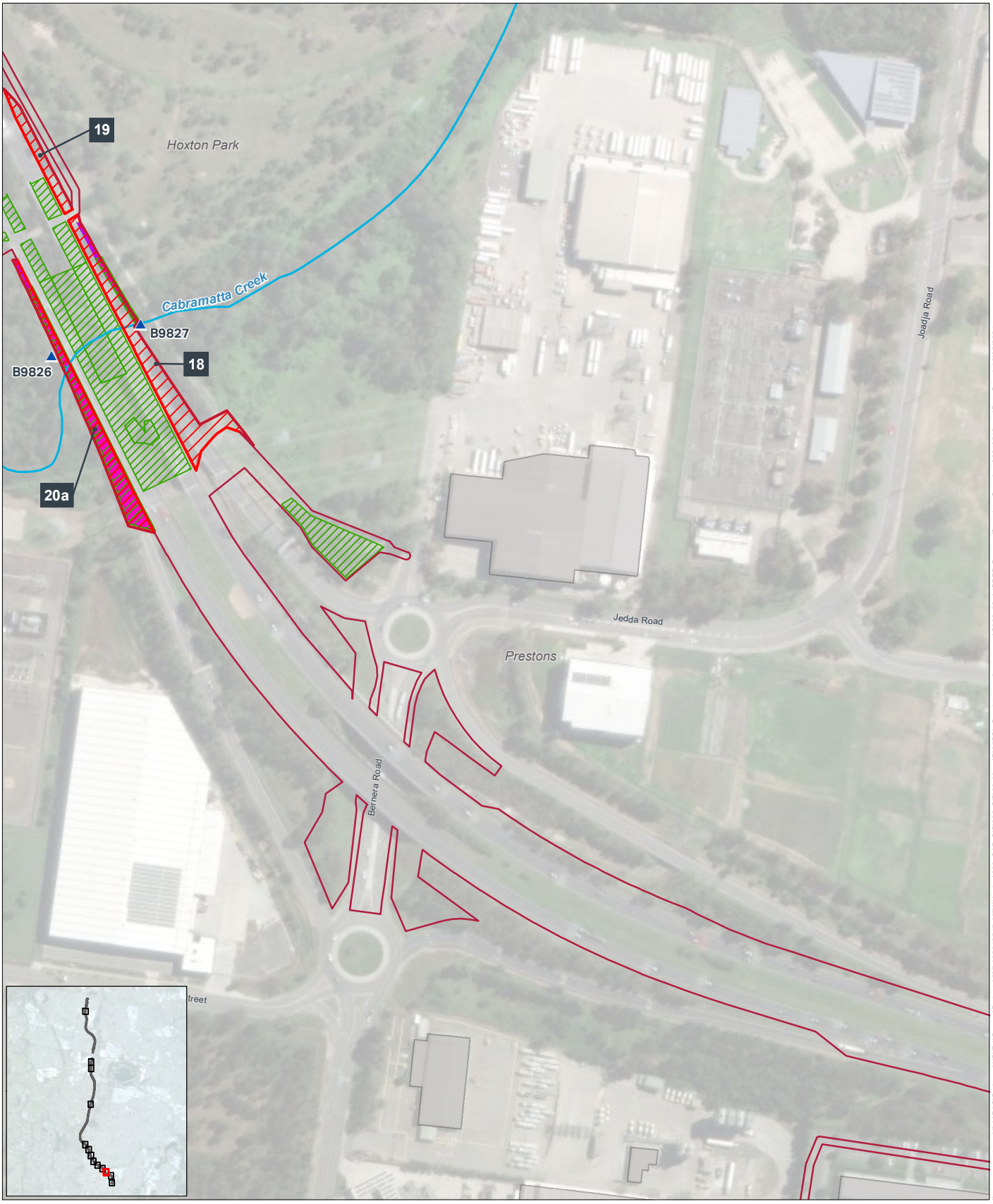
- PCT 725 (moderate)
- PCT 1737 (high)

N

0 50 100 m

AECOM

Source: Imagery © Department of Customer Service 2020
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community.



M7 CONSISTENCY ASSESSMENT TRANCHE 2

OVERVIEW OF PROPOSED CHANGE - SHEET A-3

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- Watercourse
- M7 bridge approved to be widened

Ecology

- Southern Myotis habitat

PCT and condition

- PCT 835 (low)
- PCT 1800 (moderate)
- PCT 1800 (low)

N

0 50 100 m

AECOM

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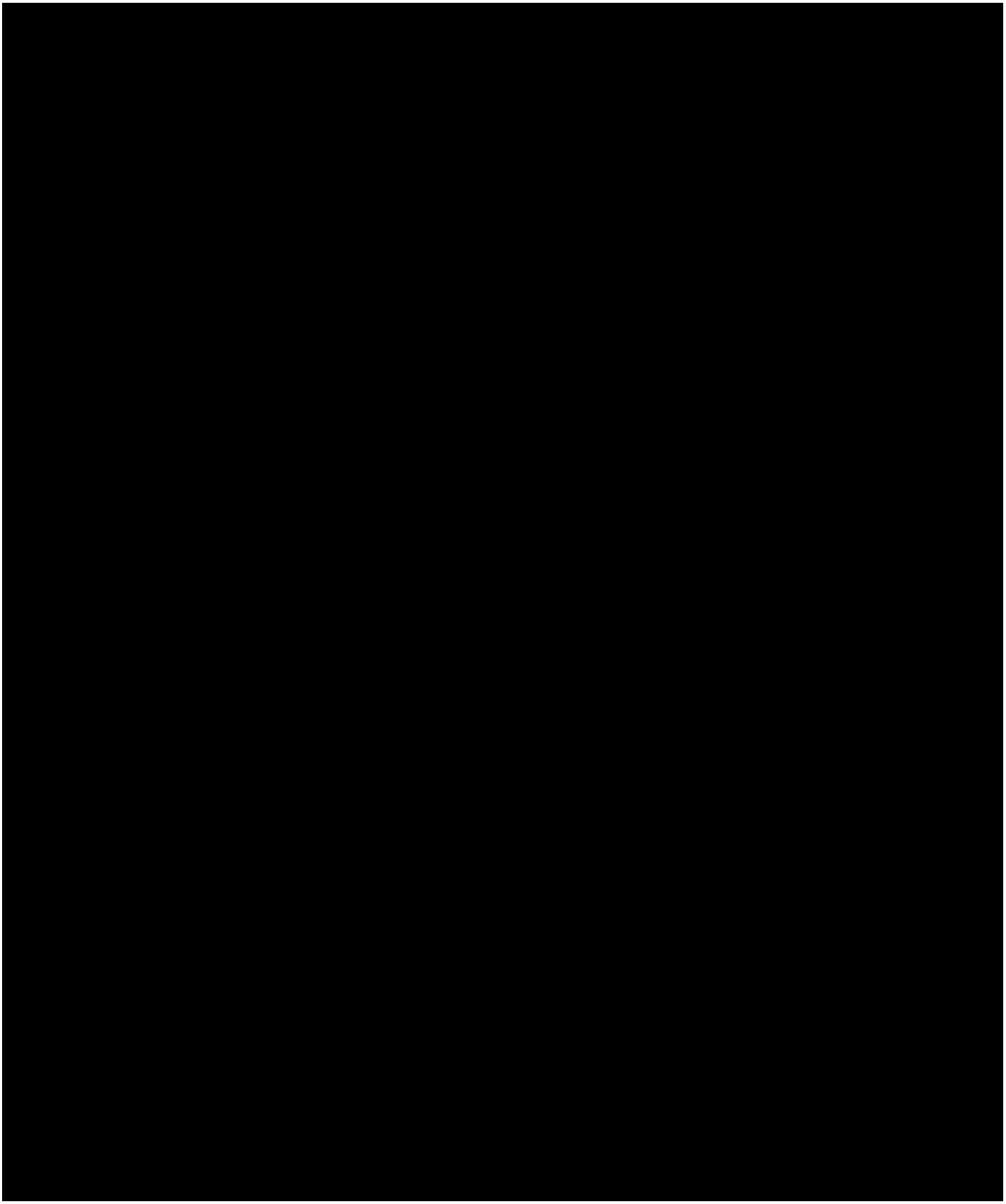


M7 CONSISTENCY ASSESSMENT TRANCHE 2
OVERVIEW OF PROPOSED CHANGE - SHEET A-4

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- Watercourse
- M7 bridge approved to be widened

Ecology

- Southern Myotis habitat
- Exclusion zone

Heritage

- AHIMS record

PCT and condition

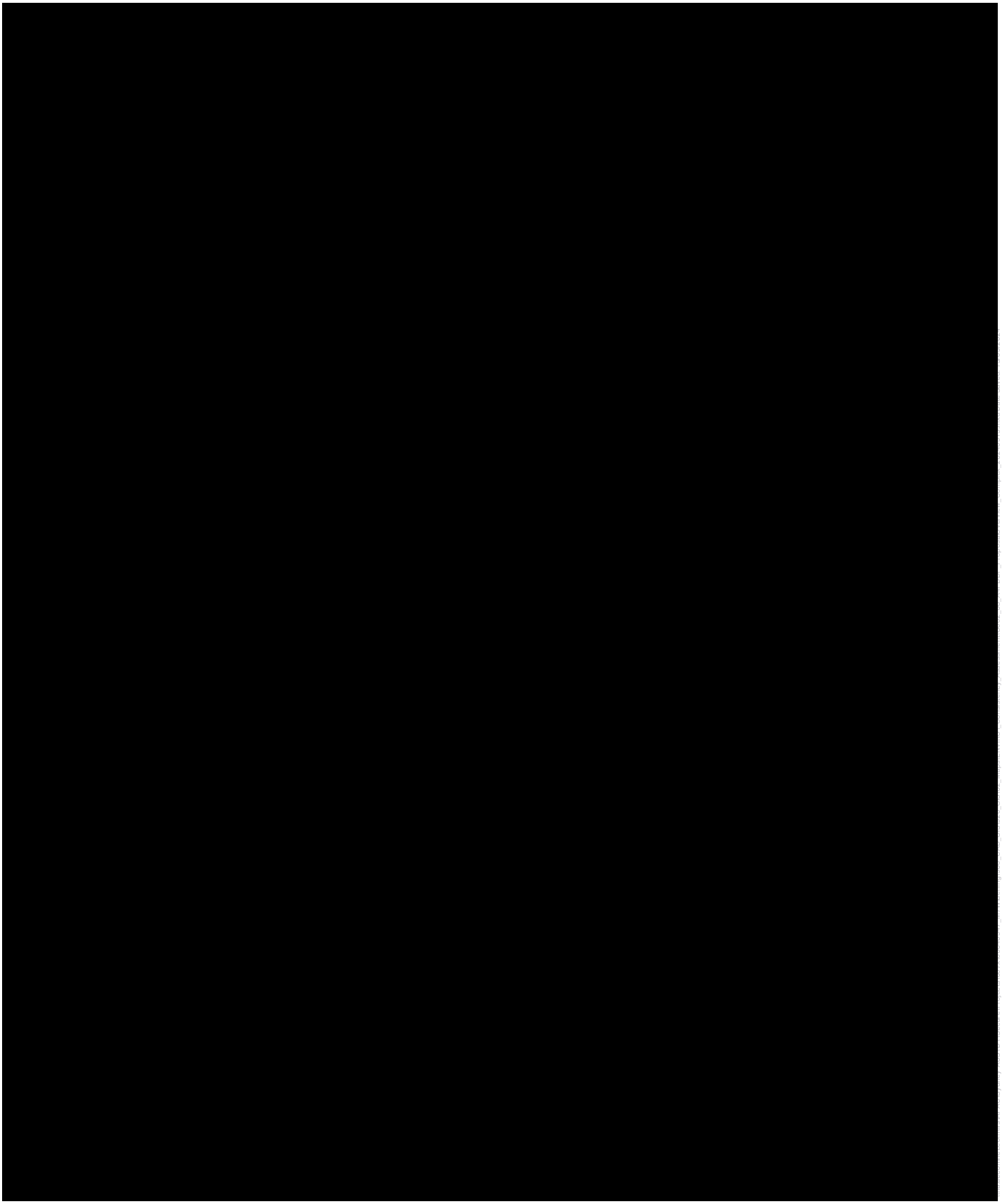
- PCT 835 (low)
- PCT 835 (poor)
- PCT 1800 (moderate)
- PCT 1800 (low)

N

0 50 100 m

AECOM

Source: Imagery © Department of Customer Service 2020
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community.



M7 CONSISTENCY ASSESSMENT TRANCHE 2
OVERVIEW OF PROPOSED CHANGE - SHEET A-5

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- Watercourse
- M7 bridge approved to be widened

Ecology

- Southern Myotis habitat
- Exclusion zone

Heritage

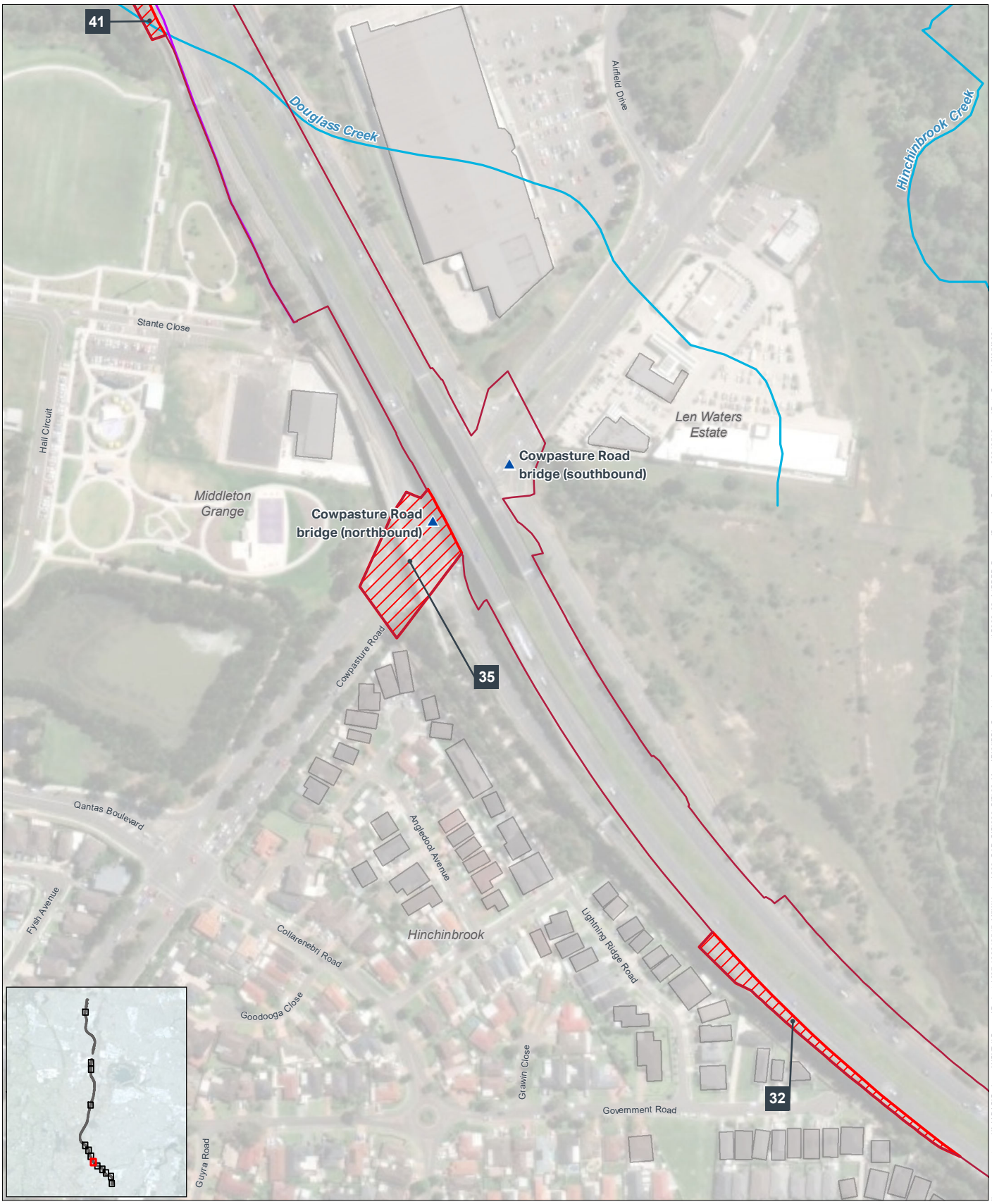
- AHIMS record

N

0 50 100 m

AECOM

Source: Imagery © Department of Customer Service 2020
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community.



M7 CONSISTENCY ASSESSMENT TRANCHE 2

OVERVIEW OF PROPOSED CHANGE - SHEET A-6

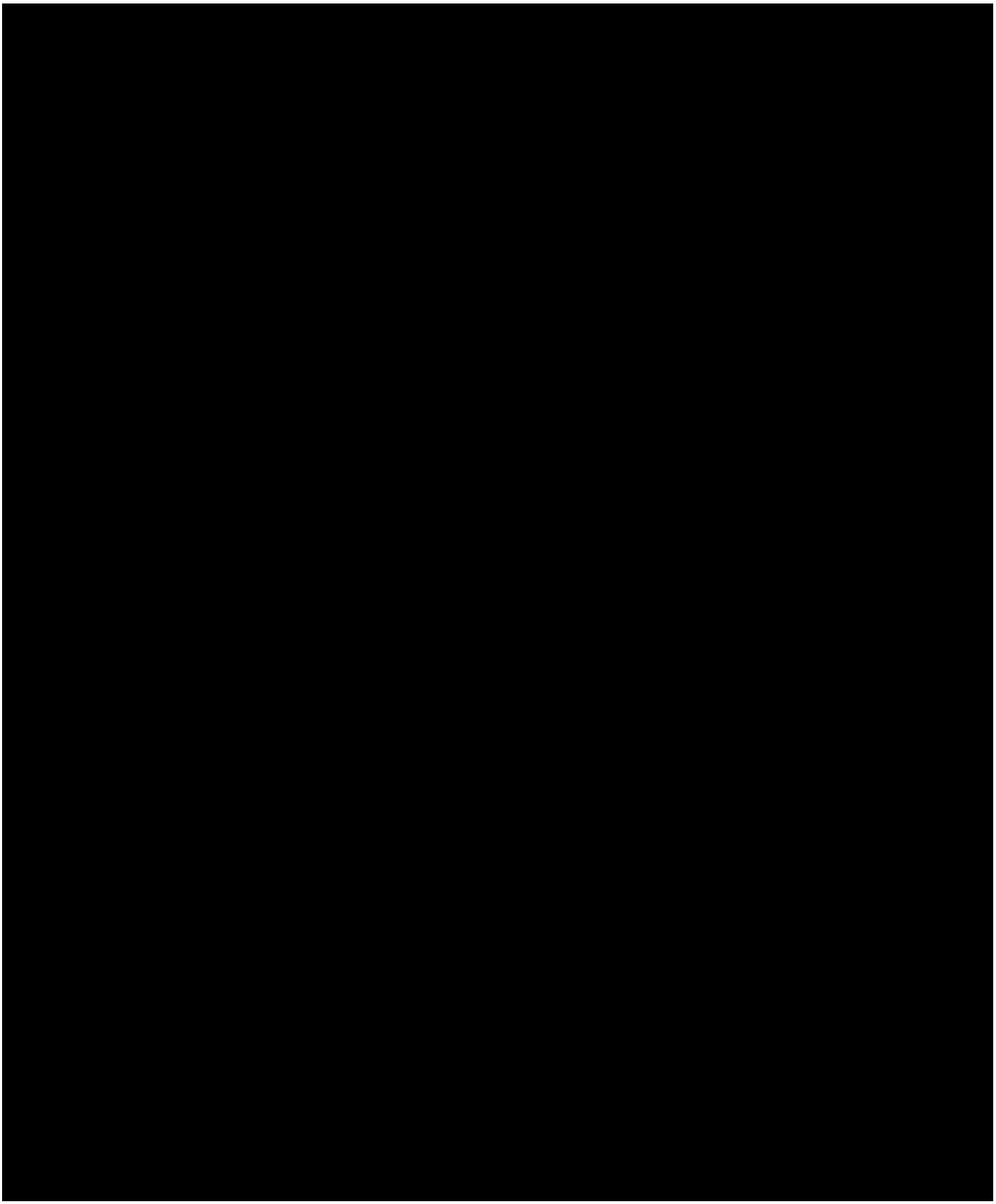
Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- Approved new noise wall
- Watercourse
- ▲ M7 bridge approved to be widened

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT TRANCHE 2

OVERVIEW OF PROPOSED CHANGE - SHEET A-7

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- New highly noise affected receiver
- Approved new noise wall
- Watercourse

Heritage

- AHIMS record

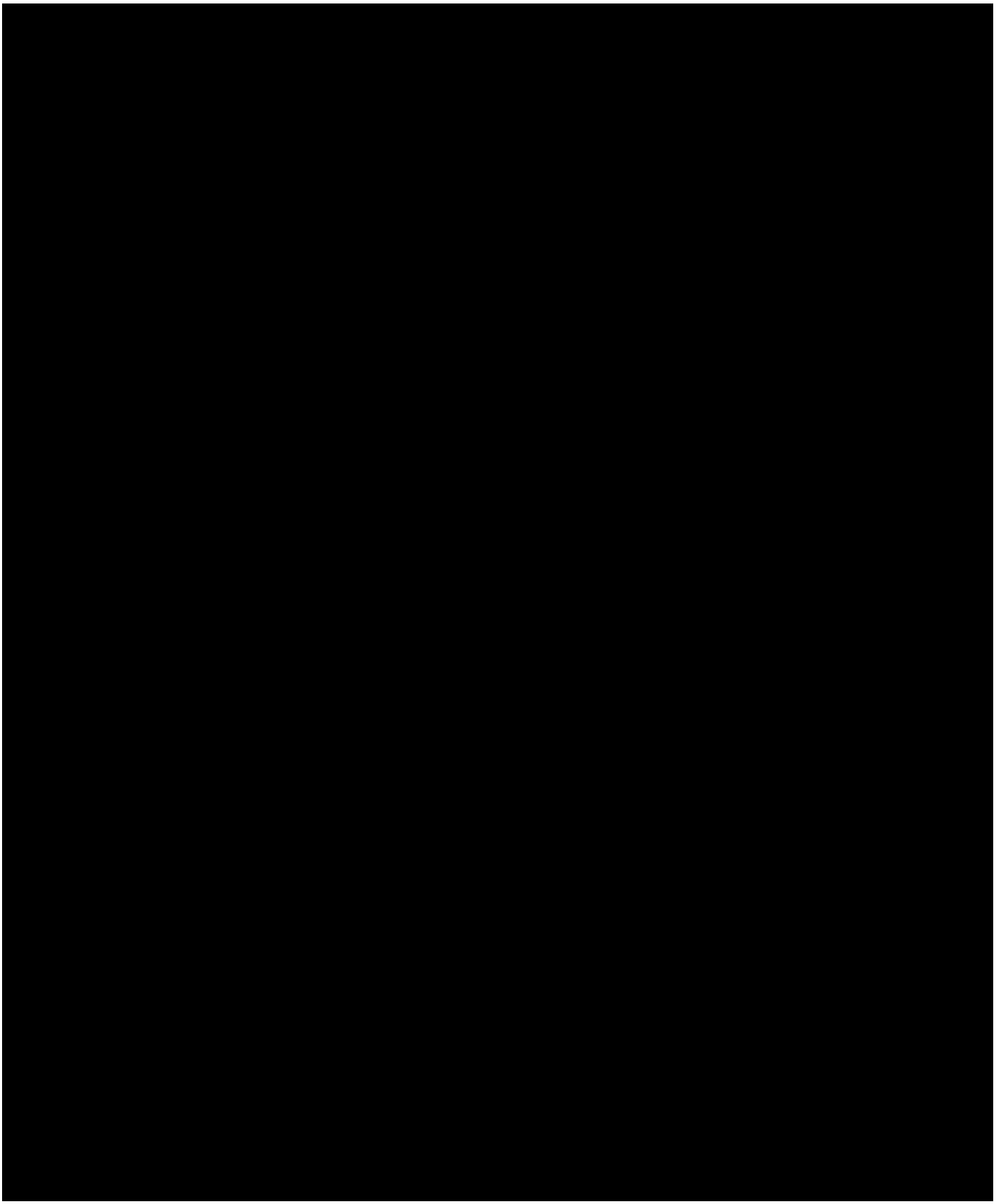
PCT and condition

- PCT 849 (low)
- PCT 850 (moderate)

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT TRANCHE 2
OVERVIEW OF PROPOSED CHANGE - SHEET A-8

N

0 50 100 m

AECOM

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- New highly noise affected receiver
- Approved new noise wall
- M7 bridge approved to be widened

Ecology

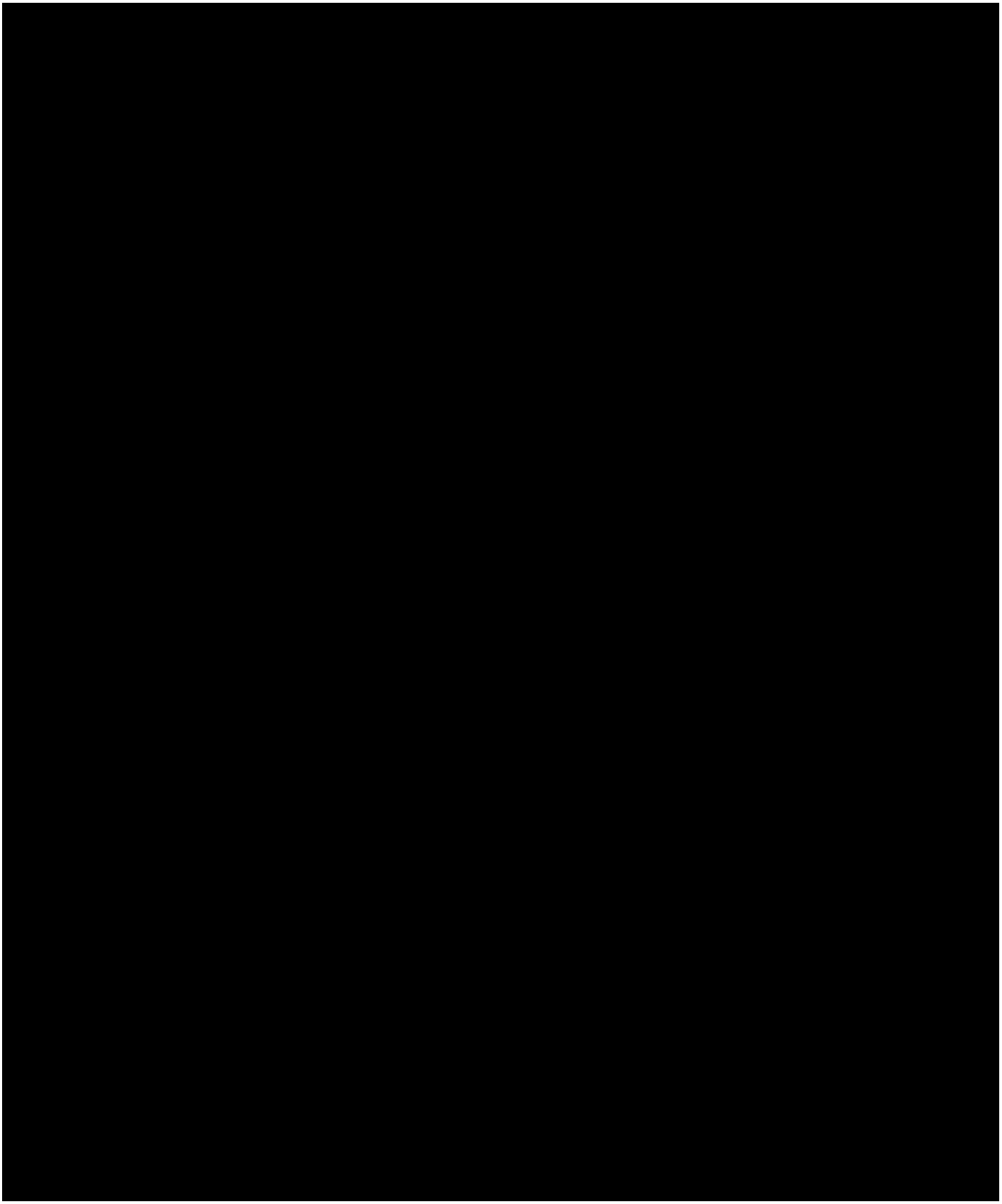
- Southern Myotis habitat

Heritage

- AHIMS record

PCT and condition

- PCT 850 (moderate)
- PCT 1800 (low)



M7 CONSISTENCY ASSESSMENT TRANCHE 2
OVERVIEW OF PROPOSED CHANGE - SHEET A-9

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- New highly noise affected receiver
- Approved new noise wall

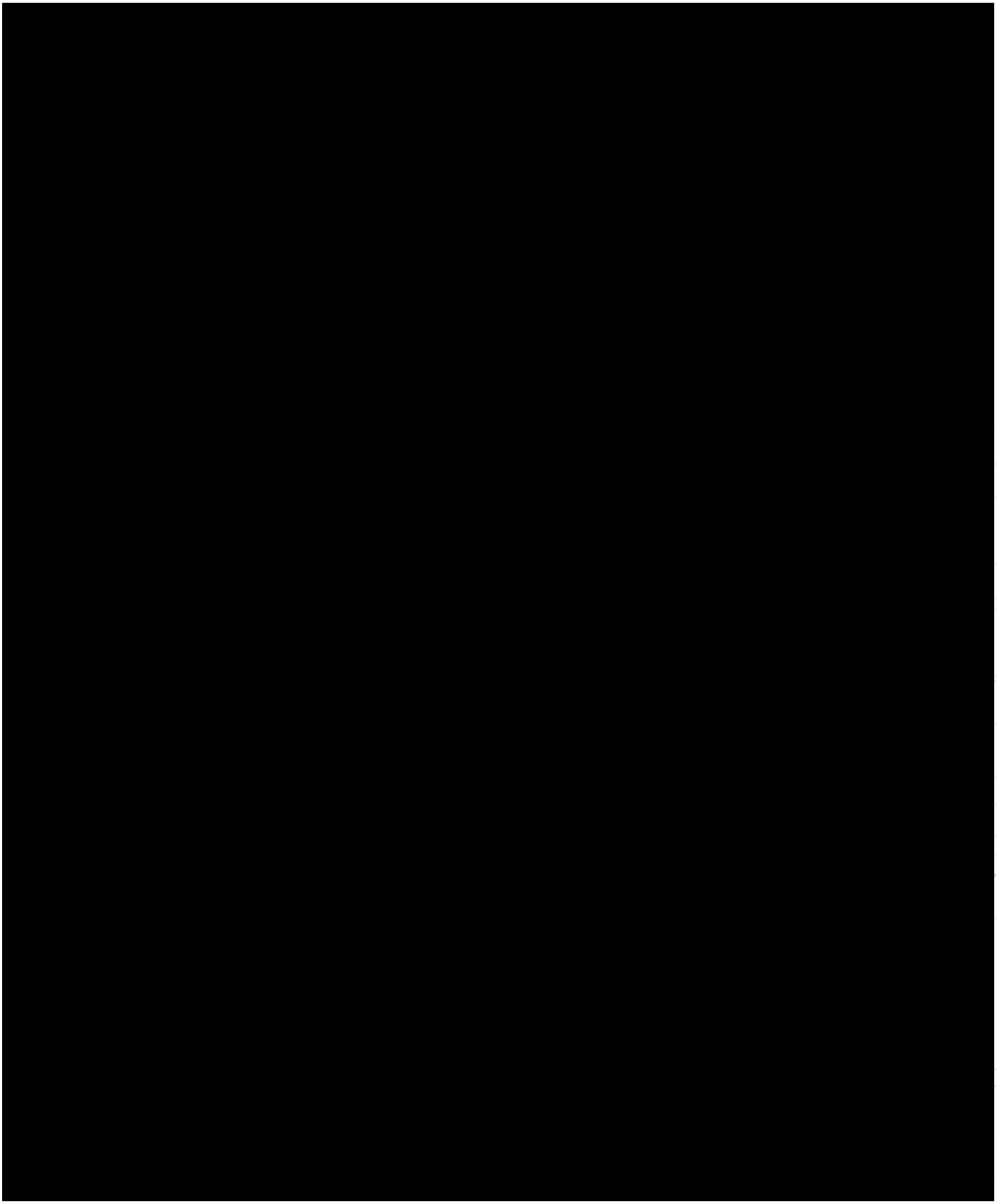
Heritage

- AHIMS record

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT TRANCHE 2

OVERVIEW OF PROPOSED CHANGE - SHEET A-10

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- New highly noise affected receiver
- M7 bridge approved to be widened

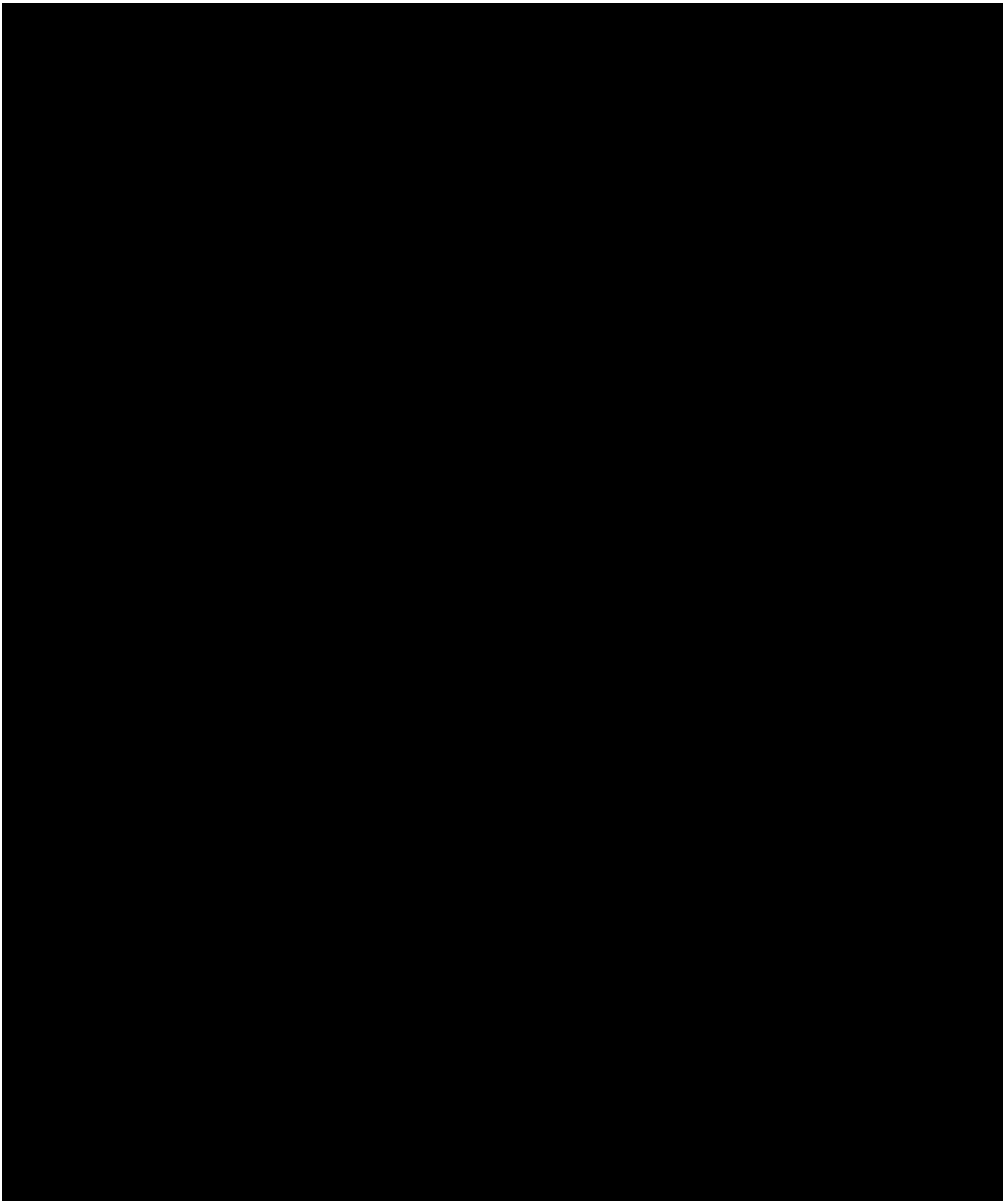
Heritage

- AHIMS record

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT TRANCHE 2

OVERVIEW OF PROPOSED CHANGE - SHEET A-11

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- Watercourse
- M7 bridge approved to be widened

Ecology

- Southern Myotis habitat
- Exclusion zone

Heritage

- AHIMS record

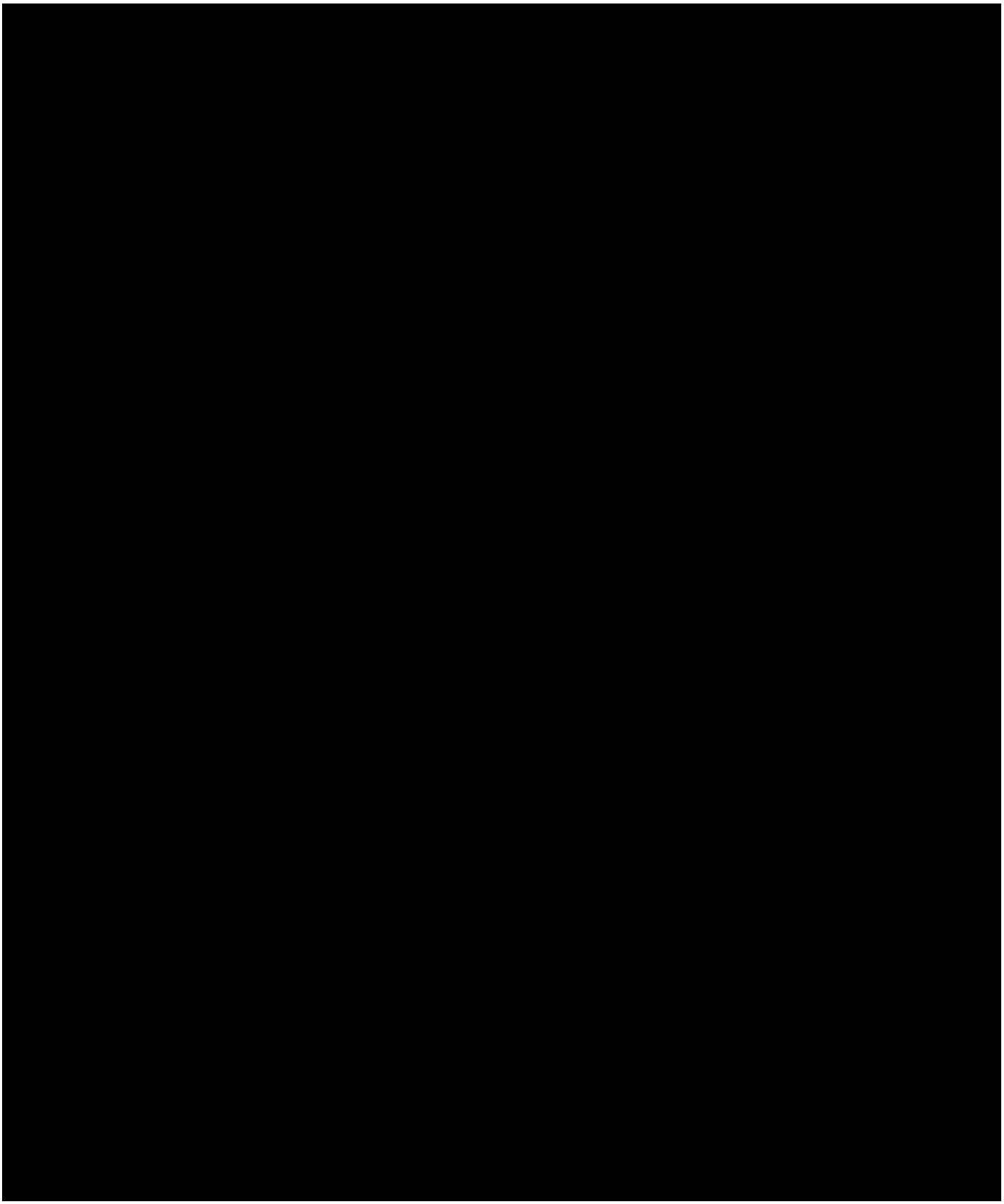
PCT and condition

- PCT 835 (low)

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT TRANCHE 2

OVERVIEW OF PROPOSED CHANGE - SHEET A-12

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- Watercourse
- M7 bridge approved to be widened

Ecology

- Southern Myotis habitat
- Exclusion zone

Heritage

- AHIMS record

PCT and condition

- PCT 849 (low)
- PCT 1800 (moderate)

N

0 50 100 m

AECOM

M7 CONSISTENCY ASSESSMENT TRANCHE 2

OVERVIEW OF PROPOSED CHANGE -
SHEET A-13

Legend

- Proposed construction footprint
- Proposed change
- Highly noise affected receiver
- Increase to existing noise wall

N

0 50 100 m

AECOM

Appendix B

Ecology memo

10 May 2024

To	[redacted] rovals Manager, JHG
Copy	[redacted], AECOM
From	[redacted] l. 0437 685 224 Email. Peter@leneco.au
Subject	M7 Widening Consistency Assessment Ecological Memo, Tranche 2 (Rev 12)

1. Introduction

Leneco was engaged by the John Holland Group (JHG), on behalf of AECOM, to conduct ecological assessments of additional construction sites outside the approved construction footprint for the M7 Widening Project (SSI 663 Mod 6) (the approved project). The additional construction sites were identified through detailed construction planning to allocate sufficient land to facilitate site access for construction activities, laydown areas, traffic control measures and extended areas where earthworks and/or milling and resheeting are required to tie in the approved project to the existing M7 Motorway. Detailed information on additional construction sites including location is included in **Attachment 1** and **Attachment 2**.

To counterbalance the impacts associated with the additional construction sites, JHG also identified a number of areas within the construction footprint of the approved project where impacts to biodiversity would be avoided. These have been marked as exclusion zones (**Attachment 2**) and the Sensitive Area Mapping in Appendix J of the Construction Flora and Fauna Management Plan (CFFMP) will be updated accordingly.

This memo has been prepared to identify the ecological impacts associated with the additional construction sites. This assessment was used to determine if the changes would trigger Condition of Approval D3 and D4. Condition D3 requires that the impacts to plant community types (PCTs) or species credit species (Southern Myotis) must not exceed those listed in the Biodiversity Development Assessment Report (BDAR) and Condition D4, unless approved by the Planning Secretary.

The data from this memo has been used by Niche to update the BDAR and recalculate species polygons for candidate species. The BDAR update is being prepared concurrently with this memo to update the offsets requirements in Table 4 and Table 5 of the Infrastructure Approval (SSI-663) for Ecosystem Credits and Foraging Habitat for Southern Myotis.

As part of the work on this assessment, it has been identified that the biodiversity survey area used in the preparation of the BDAR (Niche, 2022) for Modification 6 had some discrepancies with the approved construction footprint for Modification 6. As a result of this, there are areas within the

approved construction footprint that were not assessed in the BDAR. Similarly, there are areas assessed in the BDAR that are outside of approved construction footprint. Additionally, a minor discrepancy between Table 19 of the BDAR (Ecosystem credit requirement) and the BDAR ecosystem credit shape files has become evident. The areas of vegetation zones being impacted and assessed as part of the project's approval (i.e. based on the BDAR) and those calculated based on the PCT shapefile supplied alongside the BDAR at the time of submission do not entirely align. This memo and the associated BDAR updated have addressed these discrepancies.

2. Assessment and Survey Method

This assessment has been completed with reference to the BDAR (Niche, 2022), which was prepared for the approved project and included in the modification report.

A desk-based review was completed of the proposed additional construction sites to identify those that contain PCT vegetation, trees, or other potential habitat for communities or species of conservation significance that require clearing. These sites were inspected on October 23, 30, and 31, 2023 by Peter Monsted (BAM Accredited Assessor) and Paris Bach (Field Ecologist). During the inspection of each site, the vegetation was assessed to determine if it aligned with the vegetation classes (PCT type and condition class) assigned to vegetation within 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.

A subsequent inspection was completed of each site on January 24, 2024 by Peter Monsted and Stephen Bloomfield (Ecology Principal) of Niche. The purpose of this site inspection was to verify the vegetation class assigned to the additional PCT areas, as they will be incorporated into the BDAR update.

Boundary discrepancies

To reconcile the discrepancies between the BDAR survey area and the construction footprint of the approved project, a 'consolidated construction footprint' was prepared based on the:

- Approved Modification Report Construction Footprint (Jan 2022)
- Approved Consistency Assessment (CA) Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024) including the additional construction sites from this assessment.

The BDAR mapped PCT areas outside of this consolidated construction footprint were clipped and removed from the assessment. Areas within the consolidated construction footprint that were not within the BDAR study area were then mapped as PCT vegetation (vegetation class) or non-PCT areas (road, planted vegetation, median vegetation etc). These adjustments generally involved extending the area of PCT vegetation mapped in the BDAR Study Area, or mapping completed with the additional construction sites, into unmapped areas based on aerial photograph interpretation.

Threatened Ecological Communities

The BDAR (Section 2.3.6) (Niche, 2022) provided a description of the associations between each PCT (vegetation class) and Threatened Ecological Communities (TEC) listed under the NSW *Biodiversity Conservation Act 2016* (BC Act). All PCT occurring within the site are associated with BC Act listed

TEC, as such changes in the BC Act PCT were calculated based on the changes in the vegetation class.

The EPBC Act listed Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest was the only EPBC Act listed TEC that occurred within the M7 Widening Project Area (BDAR Section 2.3.6, Niche, 2022). This TEC is associated with PCT 724 (moderate) and some patches of PCTs 849 and 850 (low and moderate). However, PCT 849 (poor condition) and some patches of the low and moderate vegetation zones of PCTs 849 and 850, depending on their location within the Subject Land (connectivity, etc.), do not satisfy the condition thresholds provided to make it eligible for Commonwealth listing.

Southern Myotis

The BDAR (Section 2.4.4, Niche, 2022) calculated the area of potential foraging habitat for Southern Myotis based on all vegetation zones, apart from the poor condition states, within 200m of a waterbody with pools / stretches 3 m or wider.

The extent of Southern Myotis Habitat (the Southern Myotis Habitat Polygon) associated with the Consolidated Construction Footprint has been calculated by Niche based on the revised mapping completed for this assessment and the analysis of the waterbody with pools / stretches 3 m or wider within 200m of the site completed for the BDAR (Niche, 2022).

Areas cleared by M12 Motorway Project or other activities prior to commencement of the M7 Widening

The construction footprint of the M12 Motorway overlaps the M7 Widening (MOD 6) construction footprint between about 300 metres north of Villiers Road (Chainage 12160) to about 400 metres north of Hinchinbrook Creek (Chainage 8640). PCT vegetation within the overlap area has been assessed and will be cleared and offset under the M12 Motorway project in accordance with the conditions of approval. As such, as part of this assessment, areas of PCT vegetation within this area of the M7 Widening project were removed from the areas requiring biodiversity offsets by the M7 Widening BDAR update.

Several other sites were identified that have been cleared prior to the commencement of the M7 Widening Project. In these instances the vegetation class was assigned to PCT n/a (disturbed). This included an ancillary site on Blackbird Close that contained 1.49 ha of PCT 849 (poor condition).

The areas that JHG elected to avoid within the consolidated construction footprint have also been subtracted from the areas that will require biodiversity offsets.

3. Results

Additional Construction Sites

Table 1 provides a summary of the sites by classification based on ecological risk. **Attachment 1** provides a schedule of the sites and the proposed construction activities and **Attachment 2** provides a site plan illustrating the location of the sites. A summary of the findings from the inspection of each site is presented in **Attachment 3**.

Table 1 Ecological site classification

Category	Assessment	Site IDs
Site requiring vegetation clearing	PCT vegetation removal required	11a, 18, 20a, 20d, 23, 41, 75, 79, 80
	Non-PCT vegetation removal required	1b, 20d, 41, 44, 45, 55, 112
Sites that do not require any vegetation clearing therefore no likely ecological impacts	Sites reviewed based on desk-based assessment.	19, 32, 35, 78

Note: Sites 20d and 41 included areas of PCT vegetation and non-PCT vegetation that will require clearing and therefore appears twice in Table 1 and is counted twice in the bullet points below.

In summary:

- 9 sites were determined to require clearing and contain PCT vegetation.
- 7 sites were determined to require removal of trees that does not align with a NSW PCT.
- 4 sites were determined to have no likely ecological impacts based on the desk-based assessment.

The extent of PCT associated with each of the sites is summarised in **Table 2**.

Table 2 PCT area within the Consolidated Construction Footprint by Site

Site ID	PCT Veg Class	Construction footprint (hectares)
11a	725_moderate	0.01
	1737_high	0.04
18	835_low	0.01
	1800_low	0.01
	1800_moderate	0.01
20a	835_low	0.01
	1800_low	0.12
20d	835_low	0.01
23	1800_low	0.01
41	849_low	0.10
	850_moderate	0.35
	1800_low	0.02
75	835_low	0.05
79	1800_moderate	0.01
80	849_low	0.04
Total		**0.80**

Seven of the sites that were determined to contain PCT vegetation were contiguous with PCT vegetation mapped within the approved project by the BDAR (Niche, 2022) (11a, 20a, 20d, 23, 75, 79 and 80). For these sites, the same vegetation class was assigned as the adjoining areas within the approved project.

Site 18 at Cabramatta Creek was found to contain the same PCT type (PCT 1800) as mapped in the BDAR (Niche, 2022), however the condition class was better than the patch under and between the existing M7 Motorway (low condition), therefore this site has been assigned to the moderate condition class (PCT 1800_moderate).

Site 41, a northbound noise wall behind residential properties in Hemsworth Ave, Middleton Grange, generally consisted of planted trees (PCT n/a). An area within this site was identified that was dominated by Forest Red Gum (*Eucalyptus tereticornis*) and Spotted gum (*Corymbia maculata*) with a native dominated understory and ground cover (some exotics also present). The shrub stratum was dominated by scattered *Dillwynia sieberi*. Some of the trees in this patch are of the same age class as the surrounding planted trees (circa 2005), however there were several that appeared older. Based on the rapid vegetation assessment, this area was assigned to vegetation class PCT 850 (moderate).

The remaining sites that require vegetation clearing were determined to not contain PCT vegetation. These sites were generally dominated by plantings from the M7 motorway (circa 2005) that were on one to several tree species with no shrub stratum and an exotic dominated groundcover. These sites included cut or fill batters from the M7 motorway and would therefore not possess a remnant soil profile with a native seed bank.

The areas that JHG identified to avoid impacts to PCT vegetation resulted in a 0.68 ha reduction in impacts to the PCT vegetation (refer to **Table 3**).

Boundary Discrepancies

Table 3 provides a summary of the extent of PCT vegetation classes impacted at each construction footprint iteration. These changes are based on the vegetation mapping completed for this memo and not the BDAR Study Area mapping.

From the BDAR to the Approved Modification Report Construction Footprint (Jan 2022) there is an overall decrease in the extent of PCT vegetation impacted by 1.84 ha. This primarily attributed to the exclusion of PCT vegetation within the M12 Motorway Construction Footprint and the reclassification of an ancillary facility site in Blackbird Close, Cecil Hills, from PCT 849 (poor) to a non-PCT area (disturbed).

The consistency assessment titled "*Westlink M7 Widening. Division 5.2 Approval. Consistency assessment report. Changes to the approved construction footprint*" dated December 2023 (tranche 1 consistency assessment), was approved on the basis that no additional impacts to PCT vegetation would occur. However, following approval of the tranche 1 consistency assessment, updated PCT mapping for this tranche 2 consistency assessment showed the Approved CA Construction Footprint (Dec 2023) included 0.11ha of PCT vegetation at two sites:

- Site 9 of the tranche 1 consistency assessment, which provides an access from Ash Road, Hoxton Park to Maxwell Creek, includes an area of 0.05 ha of PCT 724 (moderate) vegetation

(see Table 3). The additional area of PCT vegetation was included in the BDAR Study Area (BDAR Table 19 PCT Extent), however excluded by the Approved Modification Report Construction Footprint (Jan 2022). As stated in the tranche 1 consistency assessment impacts to PCT vegetation at site 9 "*would be limited to the pruning of overhead vegetation to enable access*". However, this site has now been accounted for as part of this consistency assessment to provide a conservative approach.

- Site 20c of the tranche 1 consistency assessment, which provides access along Yarato Road (existing M7 maintenance access), includes an area of 0.06 ha of PCT 1800 (moderate) vegetation. As stated in the tranche 1 consistency assessment, no clearing was proposed within this site and the areas of 0.06 ha of PCT 1800 (moderate) is included in the exclusion zones under the M7 Construction Footprint with Complex CA sites (CA May 2024) (see Table 3).

Consolidated Construction Footprint Impacts

The result of the additional construction sites, boundary discrepancies and the areas where impacts will be avoided is an overall decrease in the extent of PCT impacts by 1.56 ha and reduce the extent of PCT area qualifying for ecosystem credits by 0.58 ha (refer to Table 3).

Threatened Ecological Communities

Table 4 provides a summary of the changes in the extent of clearing of TECs listed under the BC Act. Overall there is a decrease in the extent of BC Act TEC clearing by 1.56 ha. The TECs for which an increase in the extent of clearing will occur are not considered to change the significance of the impacts by comparison to those considered in the BDAR.

A total of 0.46 ha of EPBC Act listed Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest TEC was identified by the BDAR (Niche, 2022) consisting of:

- 0.11 ha of PCT 724_moderate
- 0.35ha of PCT 849 (low condition - 0.22, moderate condition - 0.13).

The extent of EPBC Act listed Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest TEC was calculated by Niche (2024) for the updated BDAR to be 0.27ha, consisting of:

- 0.17 ha of PCT 724_moderate
- 0.10ha of PCT 849_low.

This represents an overall reduction in the extent of impacts to the EPBC Act listed TEC of 0.19 ha.

Southern Myotis Foraging Habitat

A total of 2.31 ha of Southern Myotis foraging habitat was identified by the BDAR (Section 2.4.4) (Niche, 2022). A total of 2.17 ha of Southern Myotis foraging habitat was identified within the consolidated construction footprint that would require species credit offsets. This represents a decrease of 0.14 ha (refer to **Table 5**).

Threatened Species

No threatened species of plants or animals were recorded within the additional construction sites.

Table 3 Summary of changes in PCT vegetation classes

PCT (best fit) condition class	BDAR Table 19 PCT Extent (ha)	Approved MOD Report Construction Footprint (Jan 2022)[1]	Approved CA Construction Footprint (Dec 2023)	May 24 Additional Areas	Excluded Areas including M12 Motorway Construction Footprint	Consolidated Construction Footprint (May 24)	Difference in impacts from BDAR Table 19 to May 24 Footprint	Increase / decrease
724 _moderate	0.11	0.12	0.17	0.00	0.00	0.17	0.06	increase
725 _moderate	0.08	0.09	0.09	0.01	0.00	0.10	0.02	increase
835 _poor	0.10	0.09	0.09	0.00	0.00	0.09	-0.01	decrease
835_low	0.74	0.84	0.84	0.07	0.06	0.84	0.10	increase
849 _poor	2.37	0.88	0.88	0.00	0.00	0.88	-1.49	decrease
849_low	0.58	0.54	0.54	0.14	-0.15	0.53	-0.05	decrease
850_low	0.70	0.29	0.29	0.00	-0.14	0.15	-0.55	decrease
850_moderate	0.13	0.00	0.00	0.35	0.00	0.35	0.22	increase
1737_moderate	0.09	0.10	0.10	0.00	0.00	0.10	0.01	increase
1737_high	0.01	0.01	0.01	0.04	0.00	0.05	0.04	increase
1800_poor	0.56	1.08	1.08	0.00	0.00	1.08	0.52	increase
1800_low	0.68	0.60	0.60	0.16	-0.20	0.57	-0.11	decrease
1800_moderate	1.33	0.98	1.04	0.03	-0.06	1.01	-0.32	decrease
Total PCT	**7.48**	**5.62**	**5.73**	**0.80**	**-0.49**	**5.92**	**-1.56**	**decrease**
Area (ha) of Veg classes requiring offsetting	**4.45**	**3.57**	**3.68**	**0.80**	**-0.49**	**3.87**	**-0.58**	**decrease**

Notes: 1. The Approved Modification Report Construction Footprint (Jan 2022) and Approved CA Construction Footprint (Dec 2023) are based on the vegetation mapping completed for this memo and not the BDAR Study Area mapping.
2. Shaded rows indicated the PCT vegetation classes that do not qualify for Ecosystem Credits based on poor condition class.

Table 4 BC Act Threatened Ecological Communities

TEC (Associated PCT)	BDAR TEC Extent (ha) (Based on PCTs in Table 19)	Approved MOD Report Construction Footprint (Jan 2022)[1]	Approved CA Construction Footprint (Dec 2023)	May 24 Additional Areas	Excluded Areas including M12 Motorway Construction Footprint	Consolidated Construction Footprint (May 24)	Difference in impacts from BDAR Table 19 to May 24 Footprint	Increase / decrease
Shale Gravel Transition Forest in the Sydney Basin Bioregion (PCT 724)	0.11	0.12	0.17	0.00	0.00	0.17	0.06	Increase
Cooks River/Castlereagh Ironbark Forest in the Sydney Basin Bioregion (PCT 725)	0.08	0.09	0.09	0.01	0.00	0.10	0.02	Increase
River-Flat Eucalypt Forest (PCT 835)	0.84	0.93	0.93	0.07	0.06	0.93	0.09	Increase
Cumberland Plain Woodland in the Sydney Basin Bioregion (PCT 849 & 850)	3.78	1.71	1.71	0.49	0.29	1.91	-1.87	Decrease
Freshwater Wetlands on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions PCT 1737)	0.10	0.11	0.11	0.04	0.00	0.15	0.05	Increase
Swamp Oak Floodplain Forest of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions (PCT 1800)	2.57	2.66	2.72	0.19	0.26	2.66	0.09	Increase
BC Act TEC Total (ha)	**7.48**	**5.62**	**5.73**	**0.80**	**-0.61**	**5.92**	**-1.56**	**Decrease**

Notes: 1. The Approved Modification Report Construction Footprint (Jan 2022) and Approved CA Construction Footprint (Dec 2023) are based on the vegetation mapping completed for this memo and not the BDAR Study Area mapping.

Table 5 Summary of changes in Southern Myotis Foraging Habitat

PCT (best fit) condition class	BDAR Southern Myotis Habitat (S. 2.2.4)	Consolidated Construction Footprint (May 24)	Difference in impacts of Consolidated Construction Footprint from BDAR S. 2.2.4	Increase / decrease
725 _moderate	0.03	0.05	0.02	increase
835_low	0.50	0.57	0.07	increase
849_low	0.22	0.29	0.07	increase
850_low	0.18	0.03	-0.15	decrease
1737_high	0.01	0.05	0.04	increase
1800_low	0.26	0.51	0.25	increase
1800_moderate	1.11	0.67	-0.44	decrease
Total PCT	**2.31**	**2.17**	**-0.14**	**decrease**

4. Offset Requirements

The Infrastructure Approval (SSI 663 Mod 6) Condition of Approval D3 states that impacts to PCTs must not exceed those identified in the documents listed in Condition 1A of Schedule 1 (which includes the BDAR), unless otherwise approved by the Planning Secretary.

The BDAR (Niche, 2022) mapped the PCT vegetation within the construction footprint. Approximately 7.48 ha was identified as PCT vegetation and was assessed in accordance with the Biodiversity Assessment Method (BAM) (OEH, 2020). Of this area, 3.03 ha was assessed to be in a poor condition class that do not require biodiversity offsets. As such, only 4.45ha of the construction footprint required ecosystem credits.

The consolidated construction footprint will reduce the total extent of PCT clearing required for the project by 1.56 ha (refer to **Table 3**) and reduce the extent of PCT area qualifying for ecosystem credits by 0.58 ha (refer to **Table 6**).

To maintain compliance with the Planning Approval, approval must be sought from the Secretary in accordance with condition D3, and any additional offsets must be retired in accordance with condition D4, prior to clearing the additional areas of PCT vegetation qualifying for Ecosystem and Species Credits in Condition D4. This does not prevent JHG commencing works in the additional construction sites, so long as impacts to PCTs qualifying for Ecosystem and Species Credits do not exceed those identified in the documents listed in Table 4 of the Infrastructure Approval.

Initial consultation with the Department of Planning, Housing and Infrastructure (DPHI) has directed the project to consult with NSW Biodiversity Conservation Division (BCD) regarding the update of the offset obligations outlined in Table 4 of the Infrastructure Approval. While this consultation is ongoing, it is anticipated that an update or addendum to the BDAR (Niche, 2022) will be required to support an update of the project's BAM Calculator (BAM-C).

Table 6 Change in PCT area within the Construction Footprint qualifying for Ecosystem Credits

Plant Community Type (PCT) ID and name	Construction footprint (hectares)		
	Infrastructure Approval (SSI-663-Mod 6) Table 4	Consolidated Construction Footprint	Difference in impacts
724: Castlereagh shale – gravel transition forest	0.11	0.17	+0.06
725: Castlereagh Ironbark Forest	0.08	0.10	+0.02
835: Cumberland riverflat forest	0.74	0.84	+0.10
849: Cumberland shale plains woodland	0.58	0.53	-0.05
850: Cumberland shale hills woodland	0.83	0.50	-0.33
1737: Typha rushland	0.10	0.15	+0.05
1800: Cumberland Swamp Oak riparian forest	2.01	1.58	-0.43
Total PCT area qualifying for ecosystem credits	**4.45**	**3.87**	**-0.58**

This assessment will provide information regarding the change in PCT area within the consolidated construction footprint qualifying for Ecosystem and Species Credits to update the BAM-C.

Southern Myotis Foraging Habitat Offsets

The consolidated construction footprint will result in a decrease in the extent of Southern Myotis Foraging Habitat that will be cleared for the Project from 2.31 ha to 2.17 ha, a decrease of 0.14ha. The changes in construction footprint of the species credits required is summarised in **Table 7**.

Table 7 Change in area of the Construction Footprint qualifying for Species Credits

Foraging habitat for the Southern Myotis	Construction footprint (hectares)		
	Infrastructure Approval Table 4	Consolidated (CA) Construction Footprint	Difference in impacts
Total Southern Myotis Foraging Habitat qualifying for species credits	2.31	**2.17**	**-0.14**

5. Tree Replacement

For the sites that require vegetation clearing that is not assigned to a PCT (sites 1b, 20d, 41, 44, 45, 55 and 112) the removal of trees must be replaced in accordance with Conditions D11 and D12 of the Infrastructure Approval (SSI 663 Mod 6). These conditions mandate the replacement of all trees removed for the project at a ratio of 2:1, excluding trees offset under Condition D4.

The provision of replacement trees should be guided by a Tree Survey conducted during the detailed design phase. This survey must identify the number, type, and location of any trees to be

removed. The Tree Survey, along with the Design and Landscape Plan required under Condition D19, must be submitted to the Planning Secretary for information.

If you have any questions regarding this project or require additional information, please do not hesitate to contact me on mobile 0437 685 224 or email: Peter@leneco.au

Your Sincerely

Peter Monsted B.Sc., M.Sc.
BAMM Accredited Assessor

Project Ecologist, M7 M12 Integration Project

References

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

OEH. (2020). Biodiversity Assessment Method. Sydney

Attachments

Attachment 1 – Schedule of sites identified as part of detailed construction planning following the approval of the approved project

Attachment 2 – Plans of additional construction sites

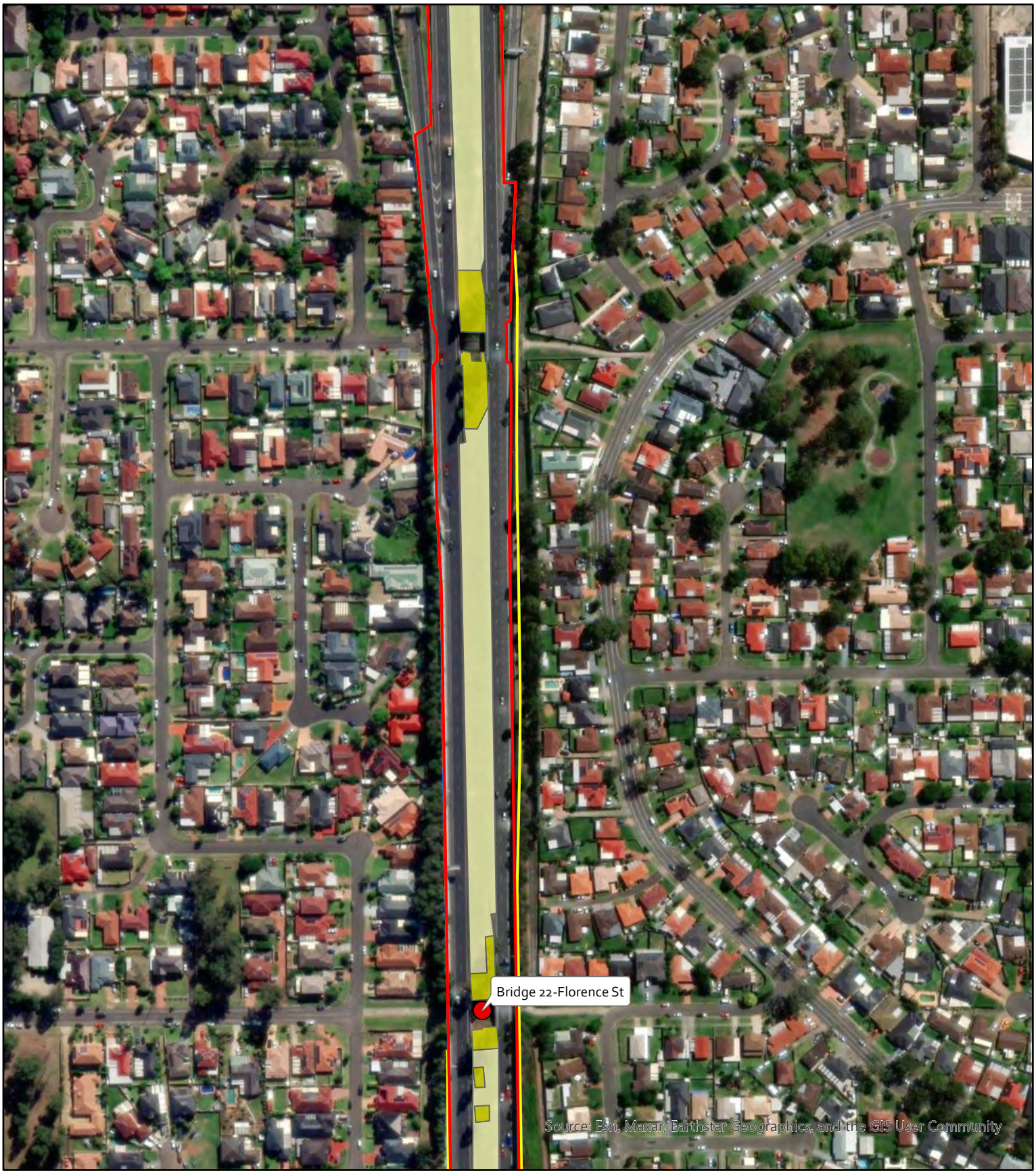
Attachment 3 – Site assessment of site requiring vegetation clearing

Attachment 1 – Schedule of sites identified as part of detailed construction planning following the approval of the approved project

ID	Proposed Construction Activities	Category	Vegetation Clearing Likely?	Biodiversity assessment
1b	Noise wall construction	Boundary realignment for construction access	Minor clearing for noise wall construction & access	Site inspection (refer to Attachment 3).
11a	Temporary traffic control measures, milling & resheet	Boundary realignment for construction access & Boundary realignment for roadworks	Yes	Site inspection (refer to Attachment 3).
18	Maintenance Access	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).
20a	Access for bridge construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).
20d	Access for bridge construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).
23	Access for bridge construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).
35	Access for bridge construction	Boundary realignment for construction access	No	Desk based assessment
41	Earthworks & Noise wall construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).
44	Noise wall construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).
45	Earthworks and pavements for future maintenance bay	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).
55	Access for bridge construction. Minor clearing on road shoulder at Saxony Road	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).
75	Access for bridge construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).

ID	Proposed Construction Activities	Category	Vegetation Clearing Likely?	Biodiversity assessment
78	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Site inspection (refer to Attachment 3).
79	Access for bridge construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).
80	Access for bridge construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).
112	Noise wall construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3).

Attachment 2 – Site Plans

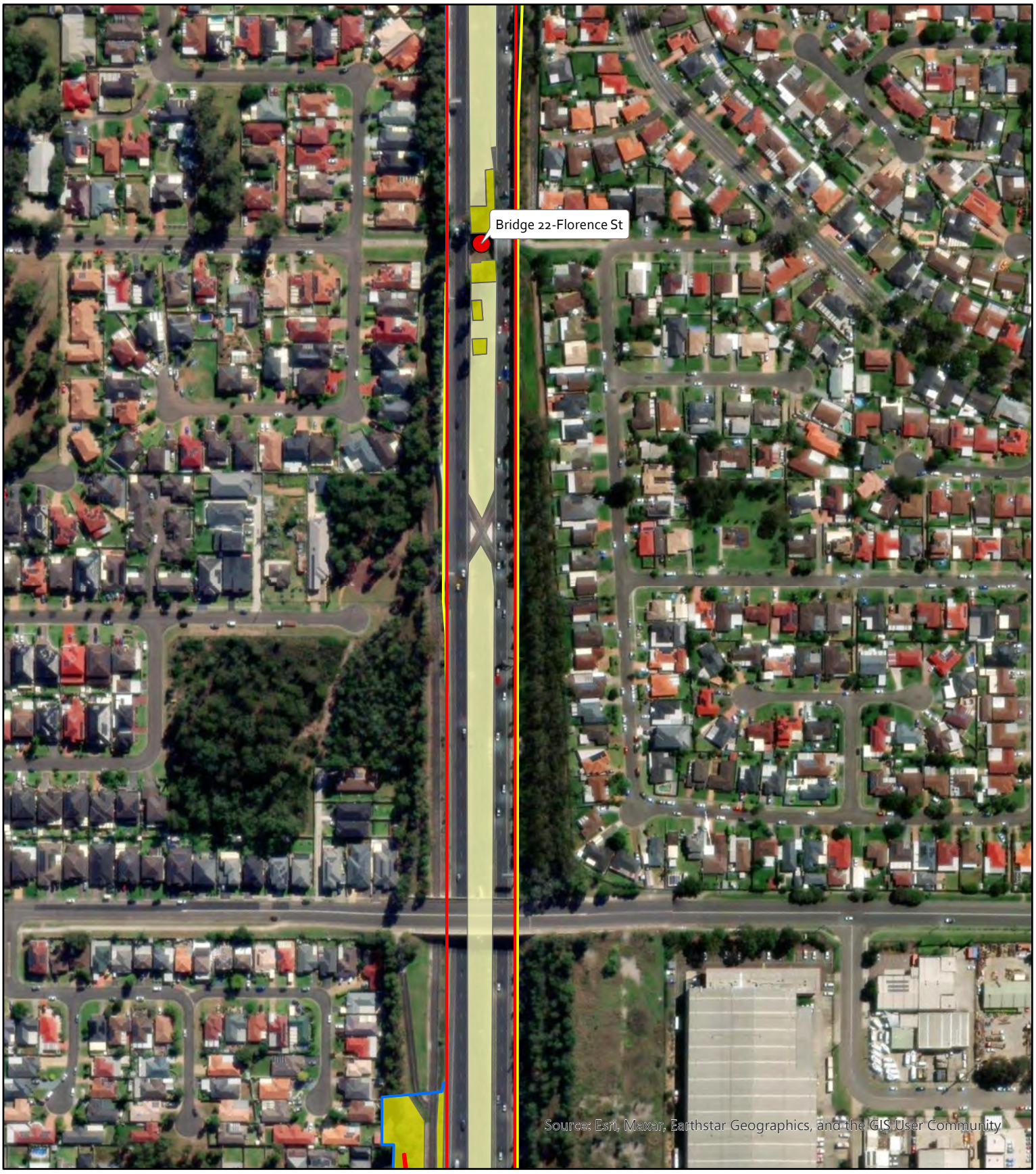


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

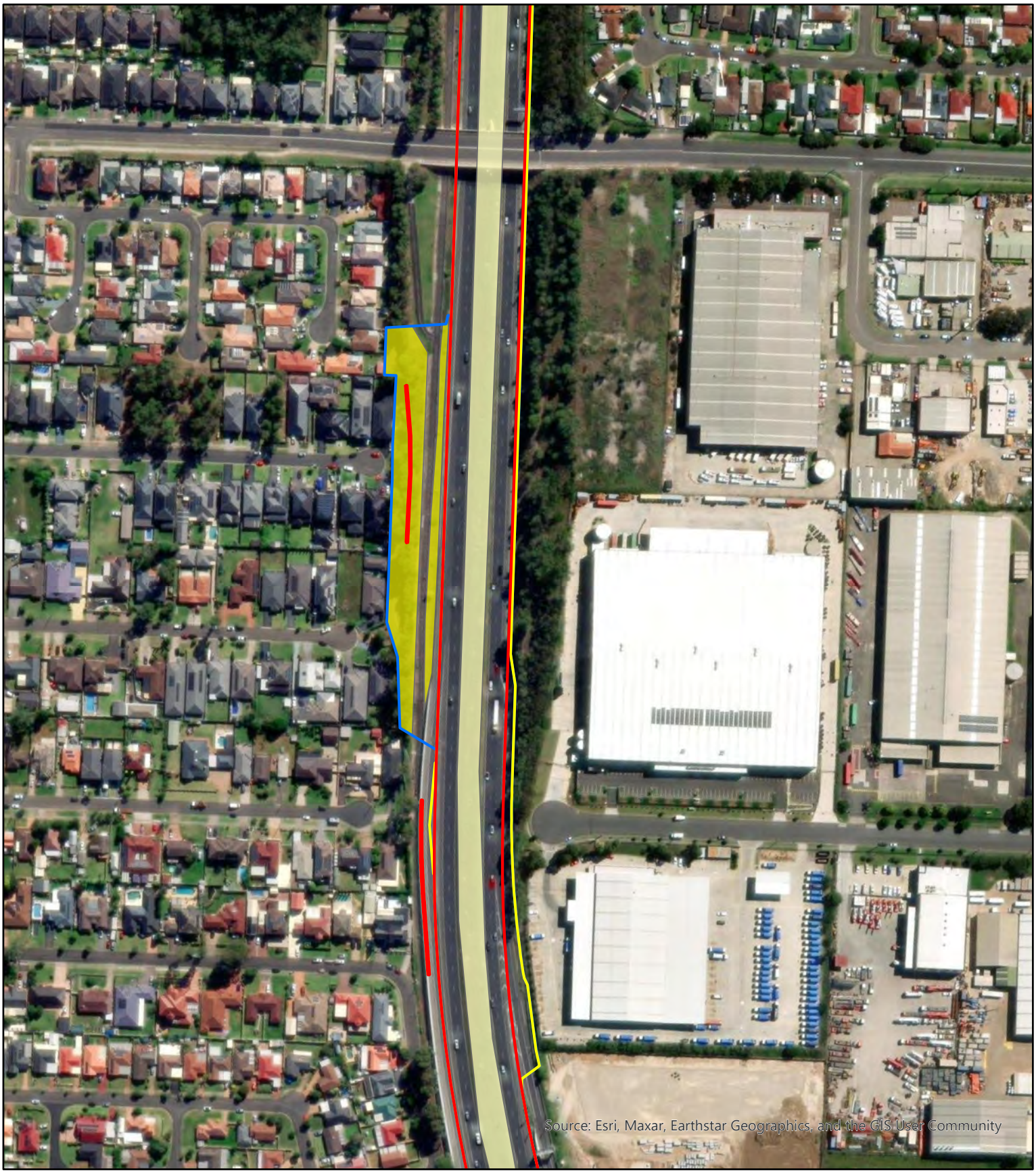


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed



M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

M7 - M12 Integration Project, PCT Condition Class

Approved Mod. Report Construction Footprint (Jan 2022)

Approved CA Construction Footprint (Dec 2023)

Consolidated Construction Footprint (May 2024)

Exclusion Zones

PCT, Condition Class

n/a,Access

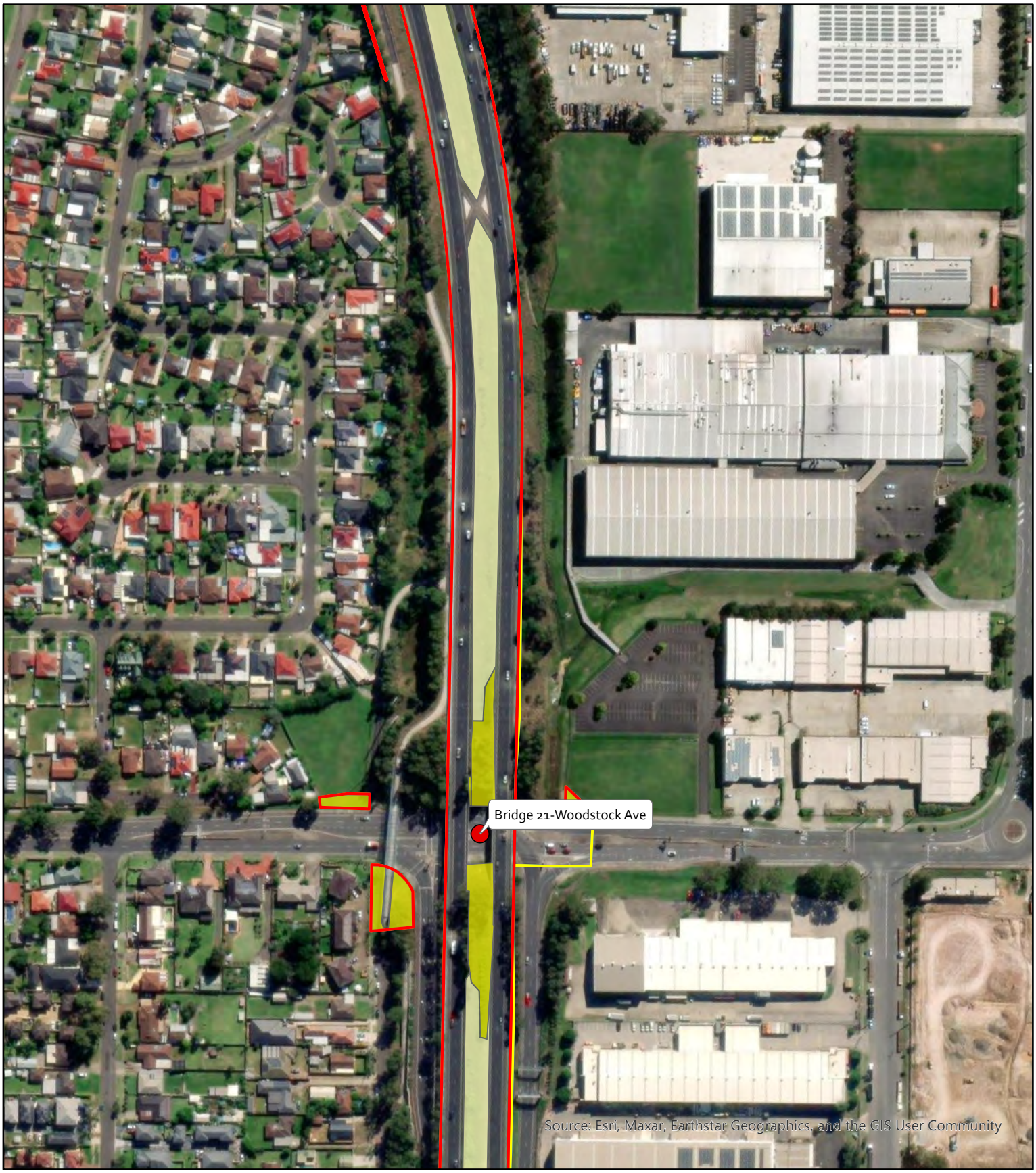
n/a,Disturbed

M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

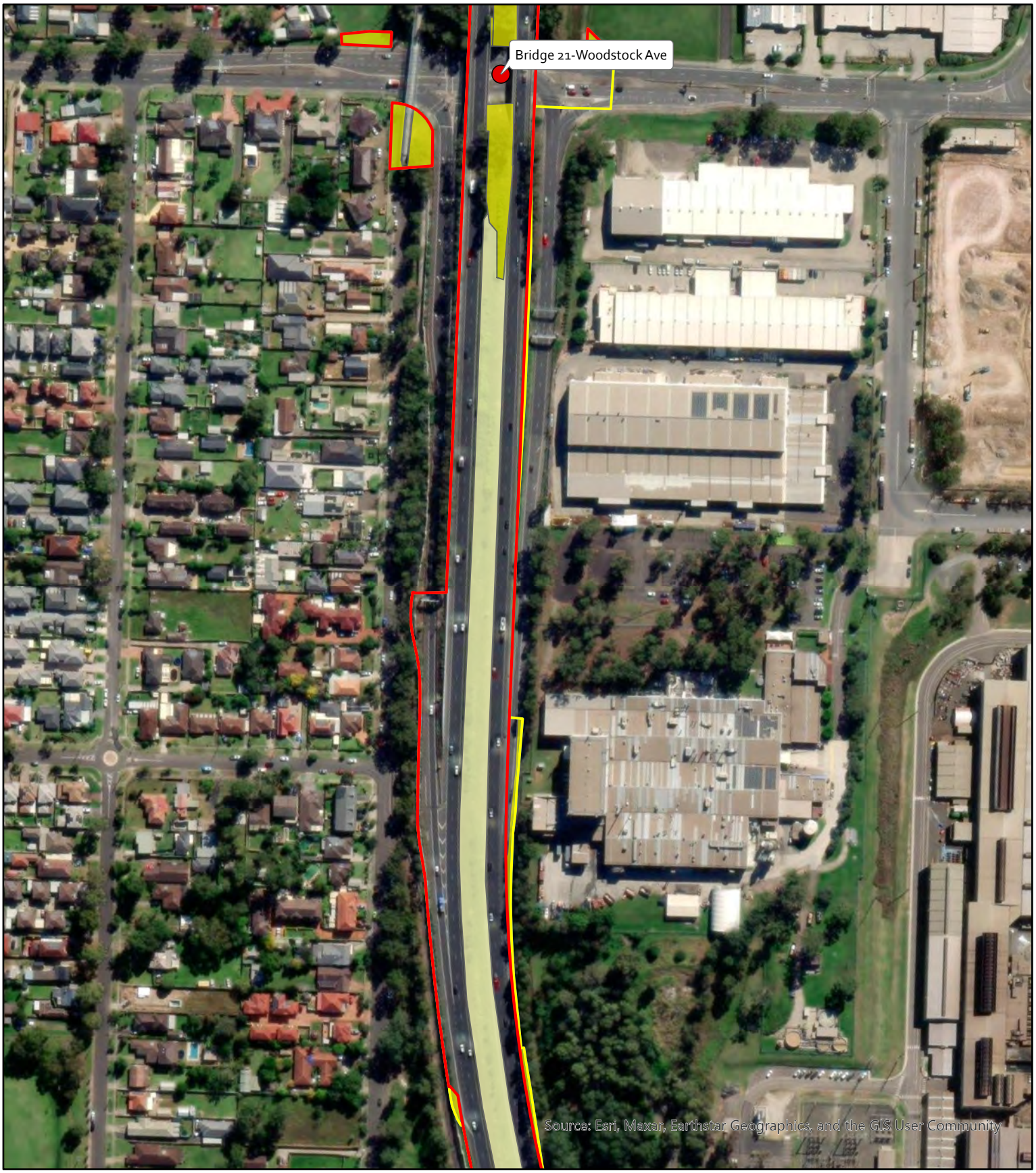


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed



M7 - M12 Integration Project, PCT Condition Class

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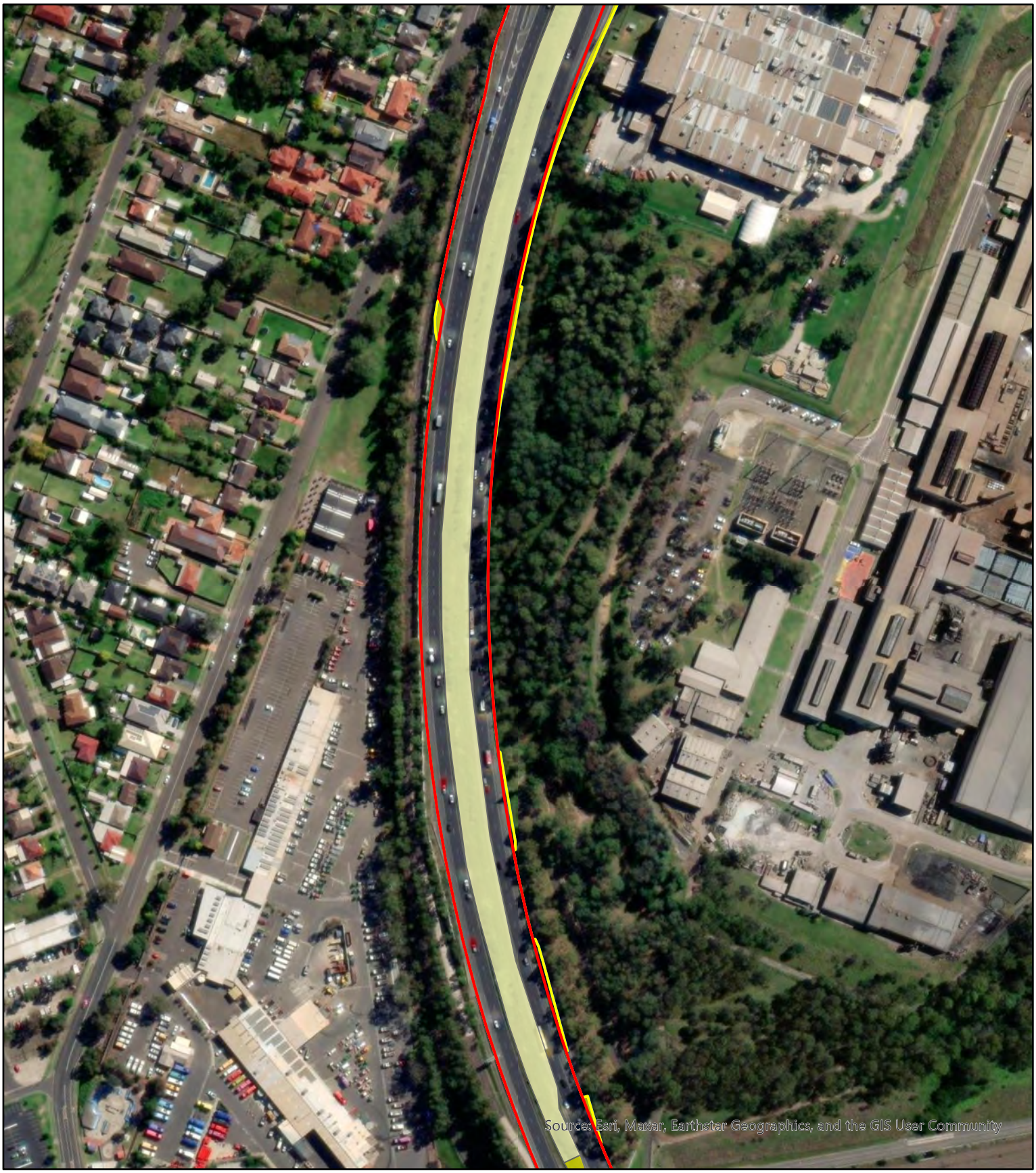
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed



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- Approved Mod. Report Construction Footprint (Jan 2022)
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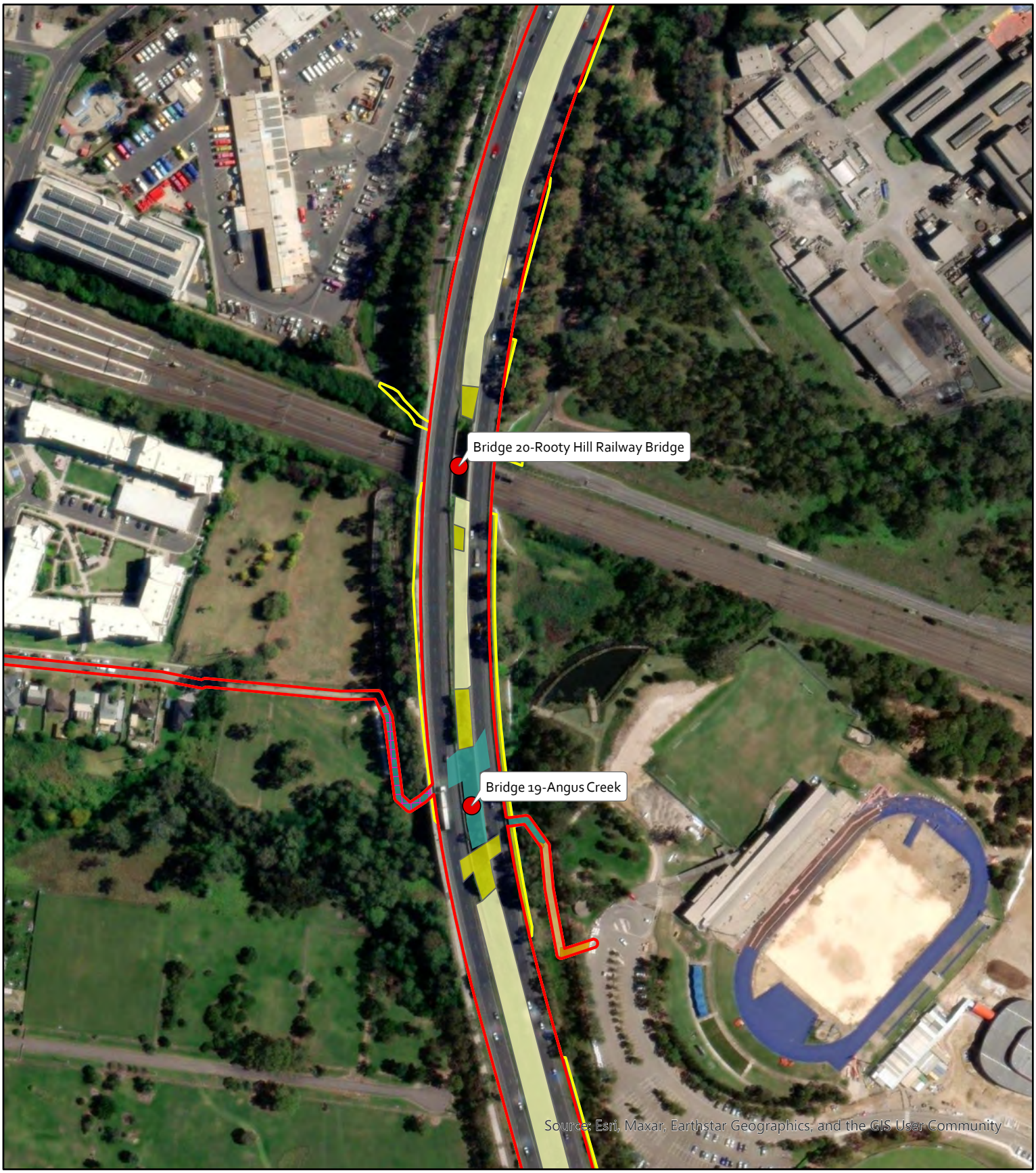
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

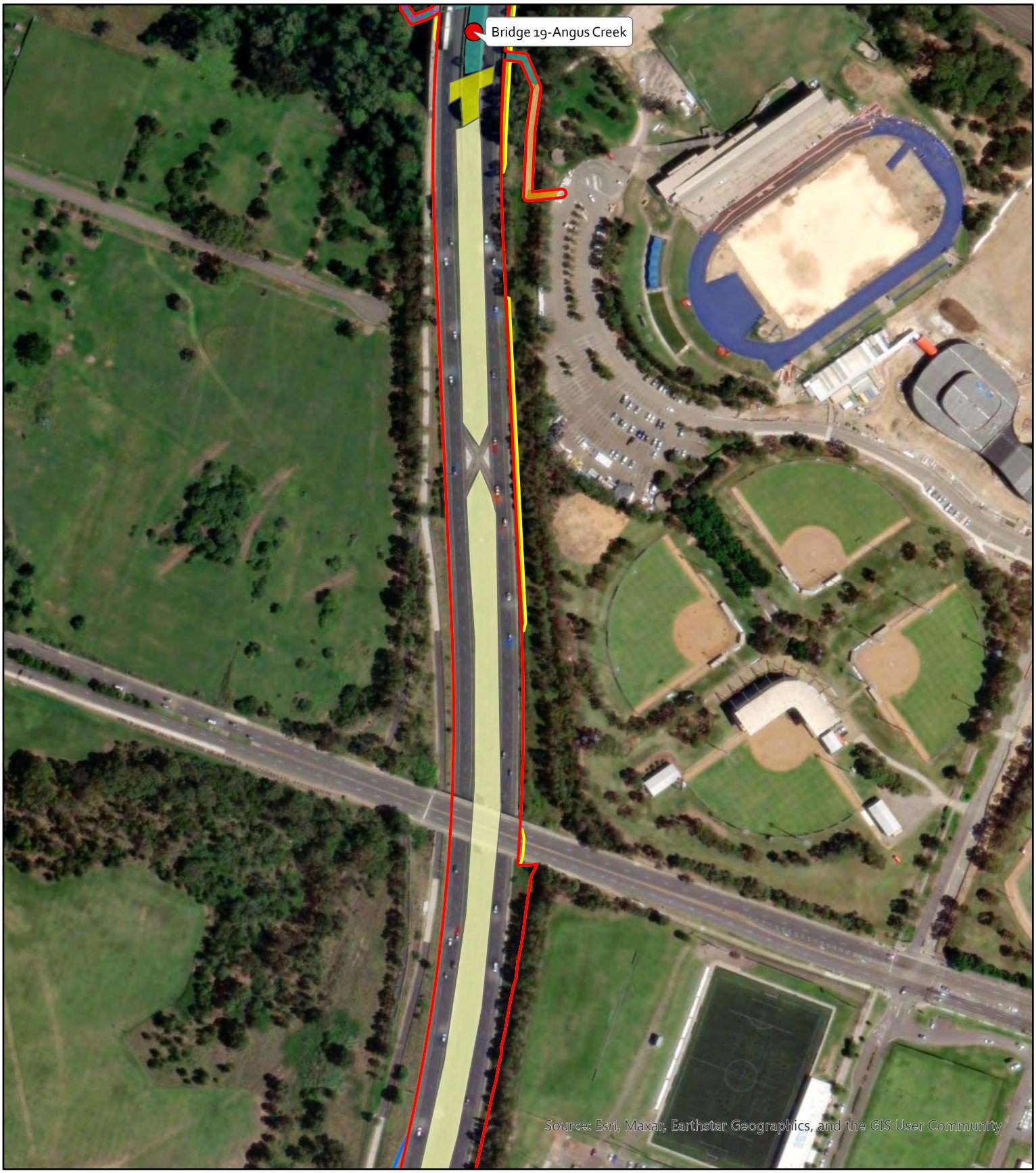


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 835, Low
- 849, Low
- 849, Poor
- n/a,Access
- n/a,Disturbed



M7 - M12 Integration Project, PCT Condition Class

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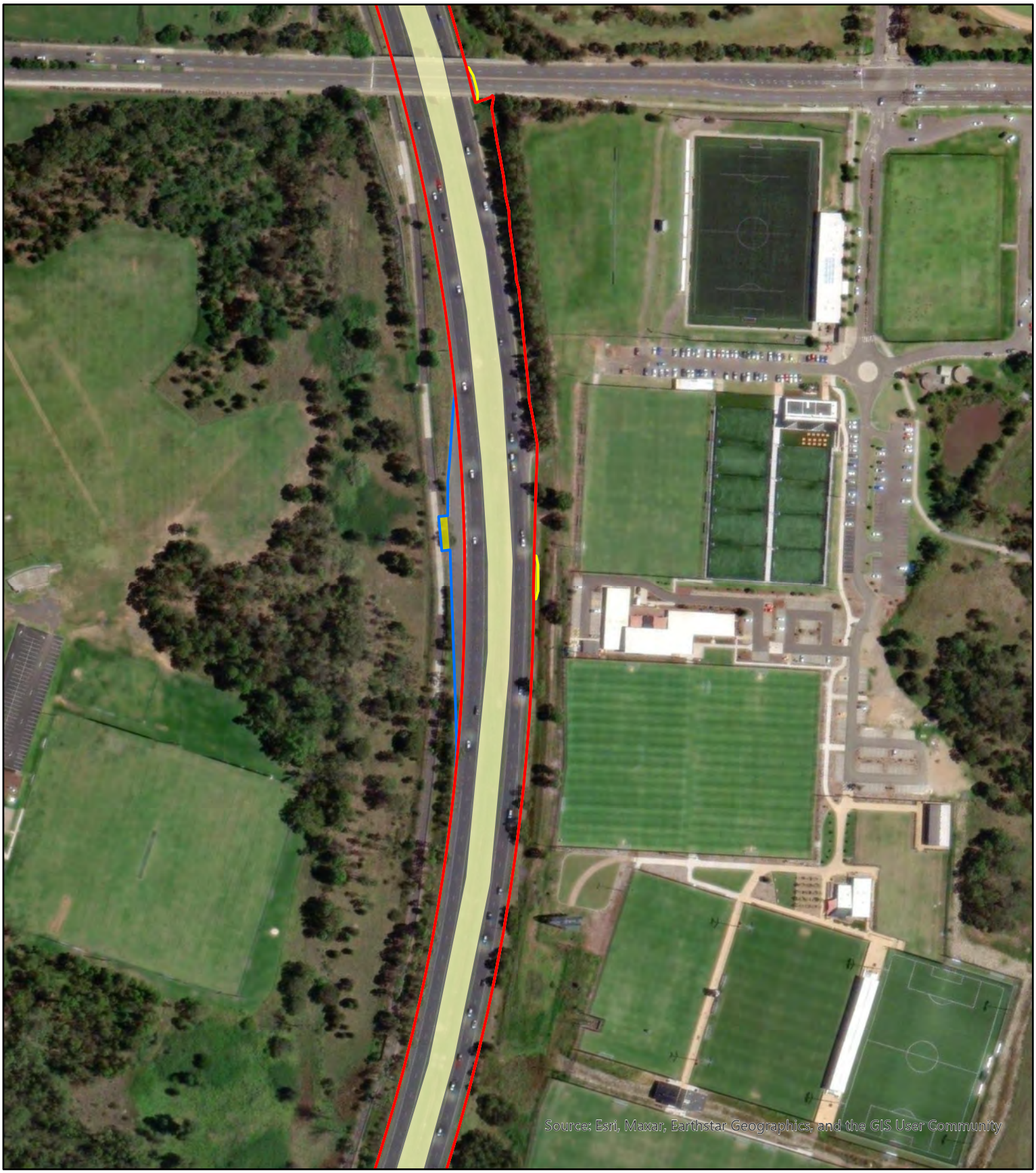
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 835, Low
- 849, Low
- 849, Poor
- n/a,Access
- n/a,Disturbed



M7 - M12 Integration Project, PCT Condition Class

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- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

M7 - M12 Integration Project, PCT Condition Class

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PCT, Condition Class

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- n/a,Disturbed

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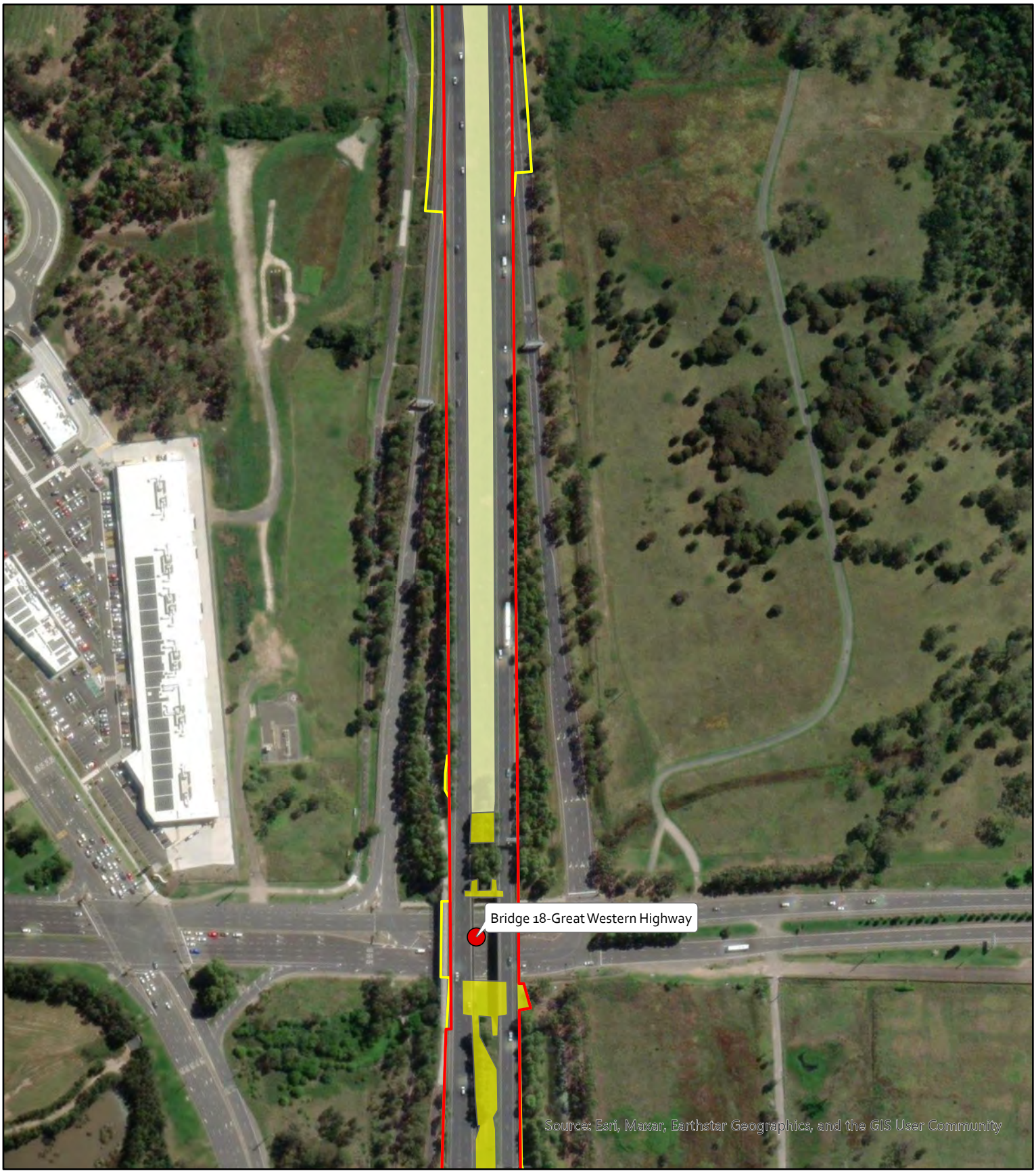
- Exclusion Zones

PCT, Condition Class

- n/a,Access
- n/a,Disturbed



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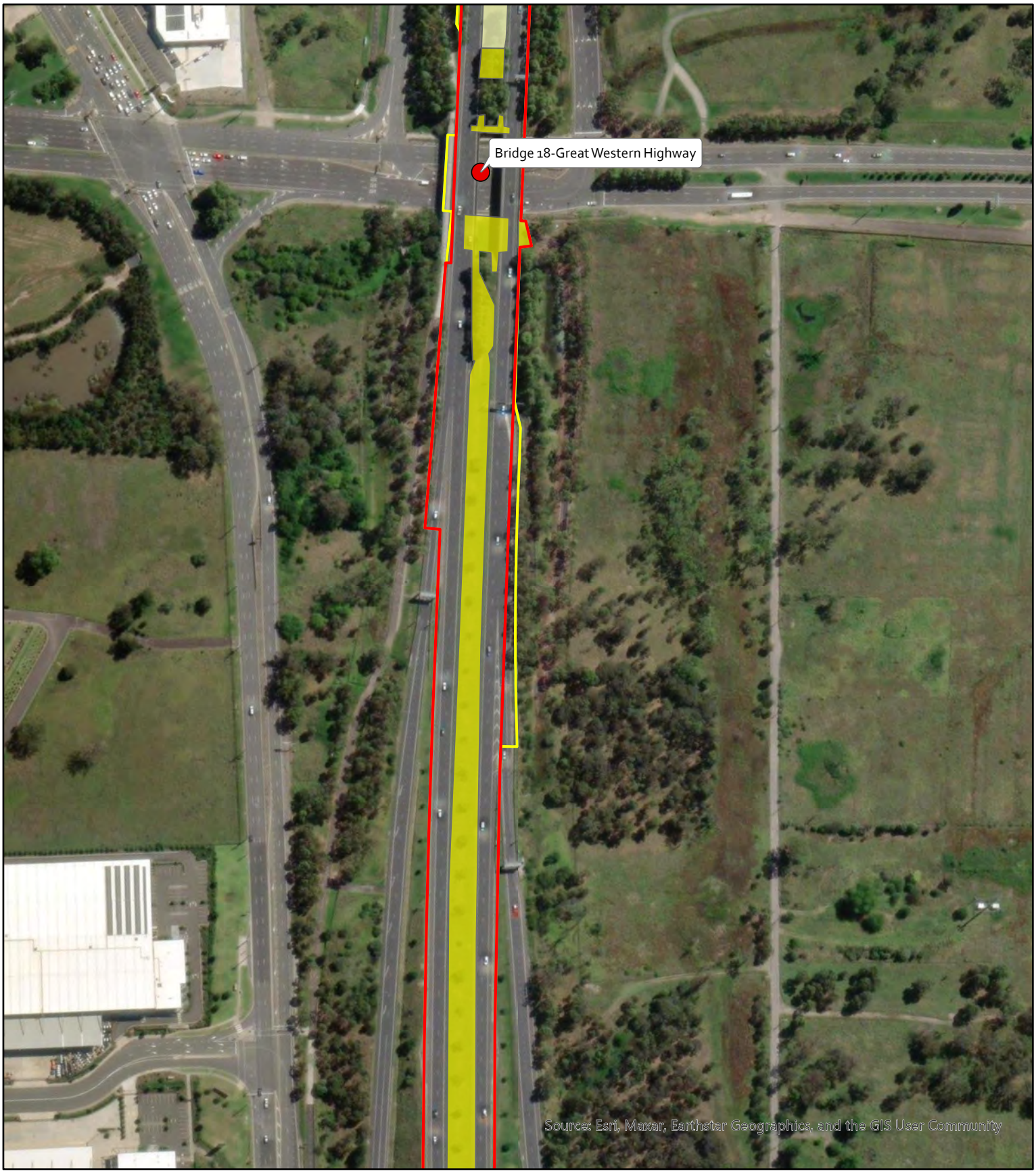
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

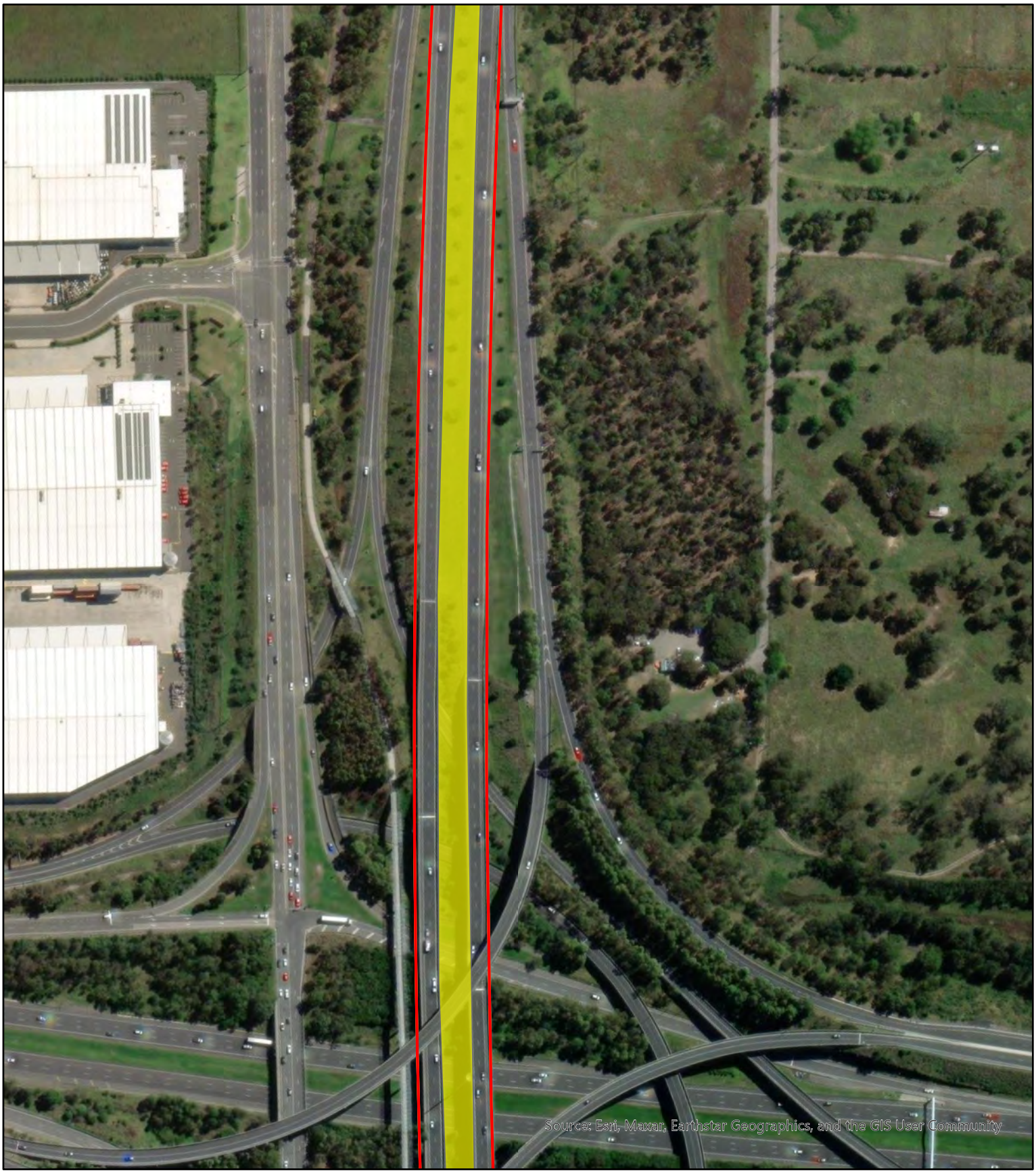


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed



M7 - M12 Integration Project, PCT Condition Class

Approved Mod. Report Construction Footprint (Jan 2022)

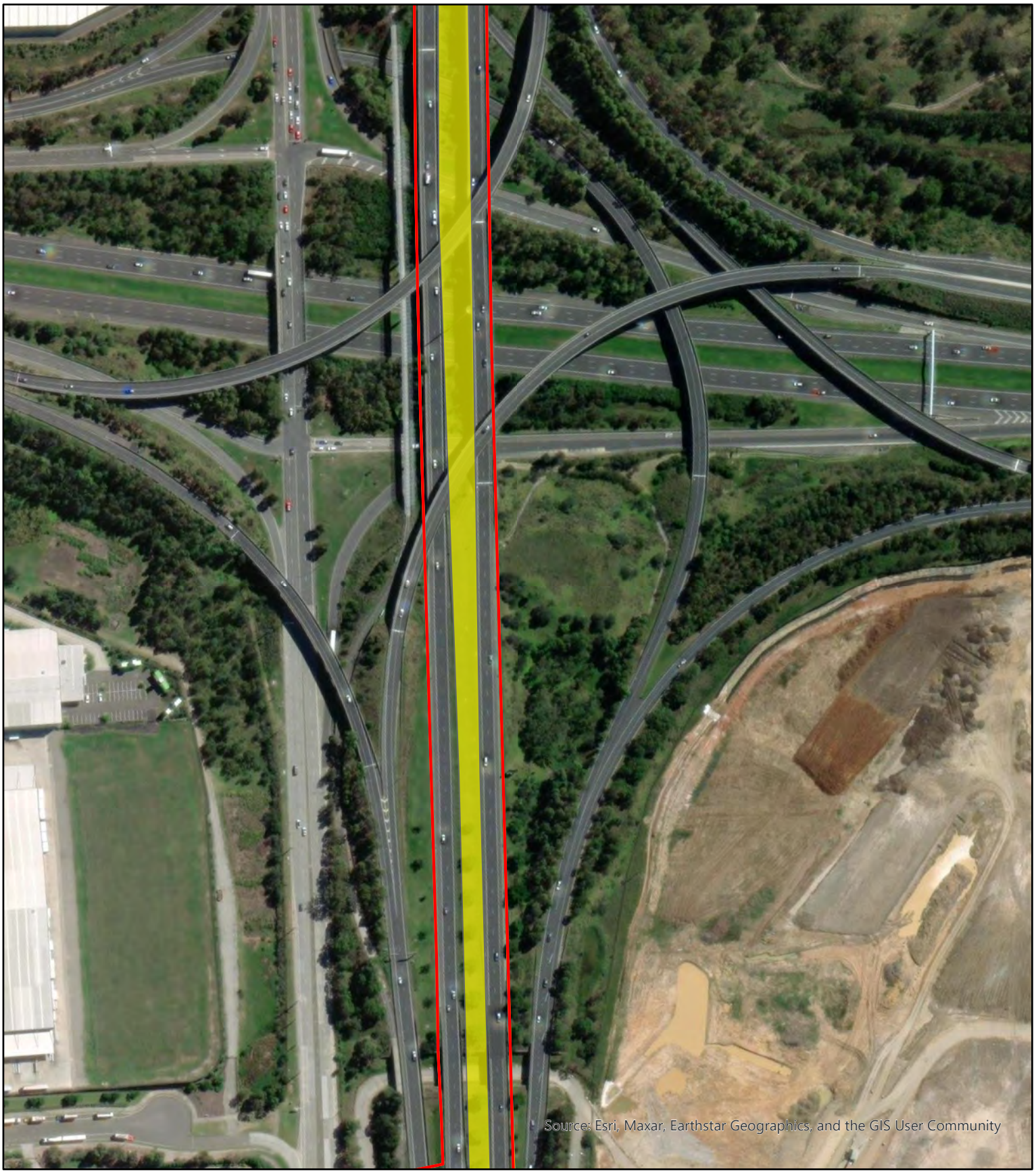
Approved CA Construction Footprint (Dec 2023)

Consolidated Construction Footprint (May 2024)

Exclusion Zones

PCT, Condition Class

n/a,Access



M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
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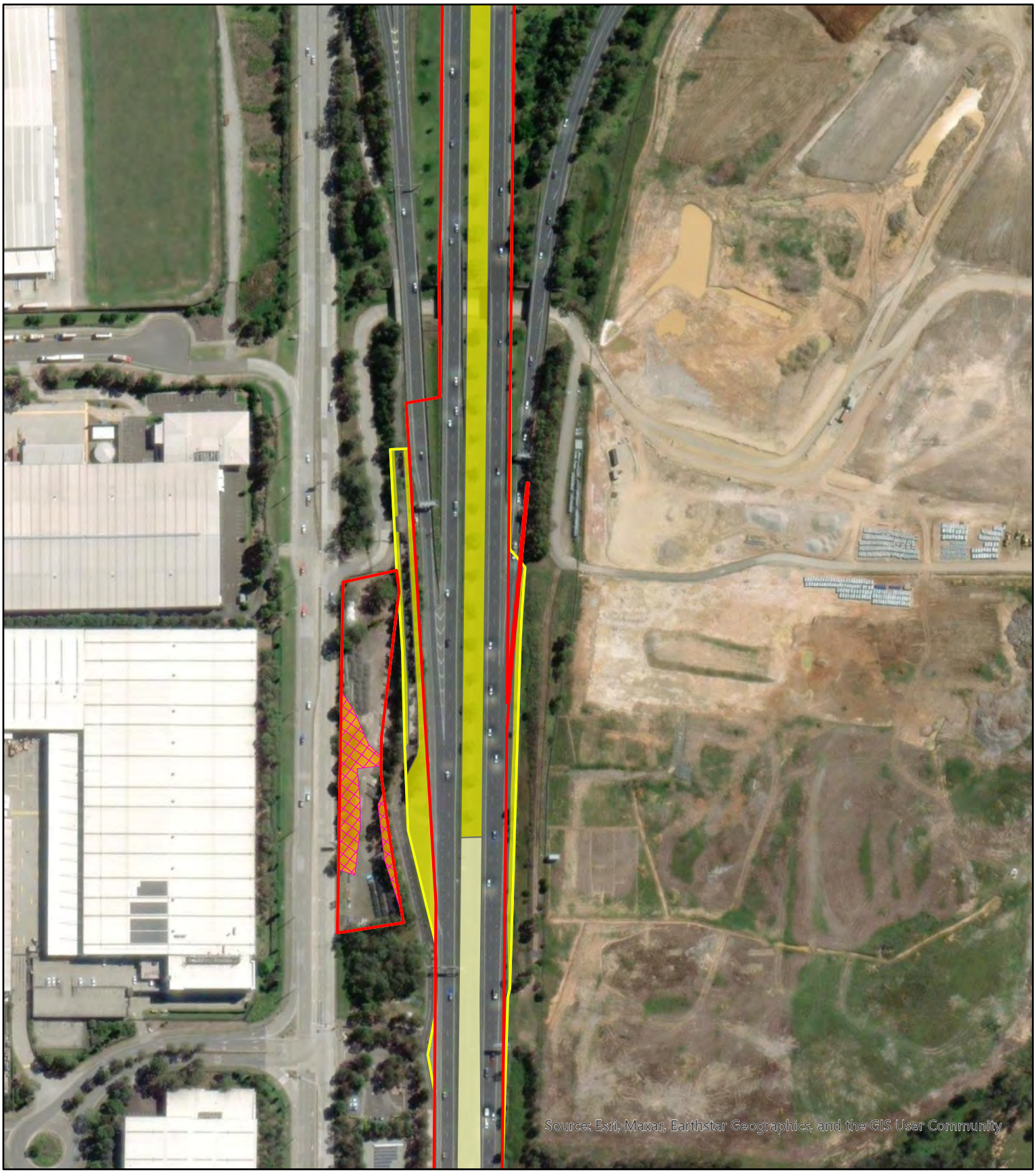
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- n/a,Access

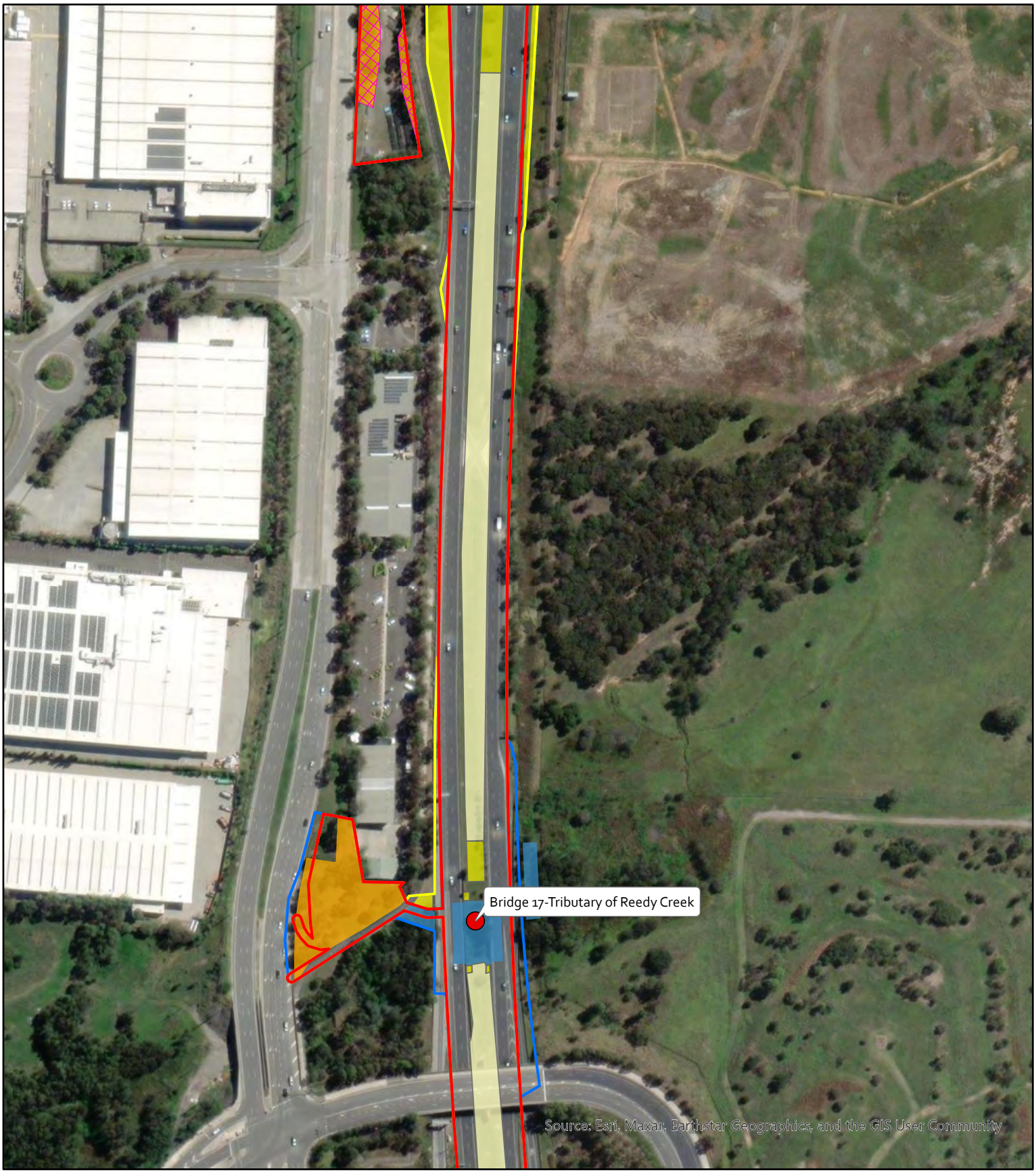


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- 849, Low
- n/a,Access
- n/a,Disturbed

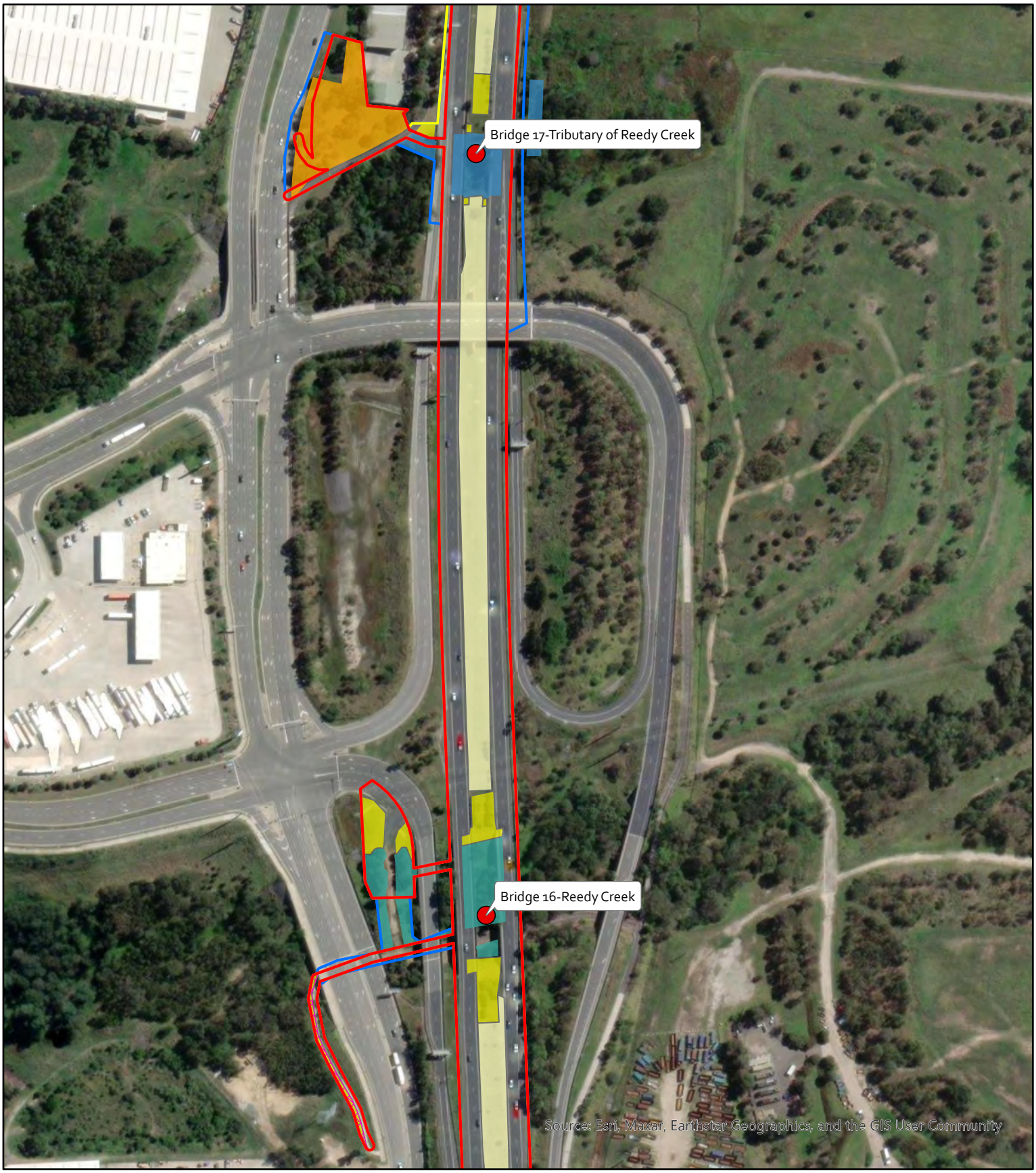


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 1800, Moderate
- 849, Low
- n/a,Access
- n/a,Disturbed



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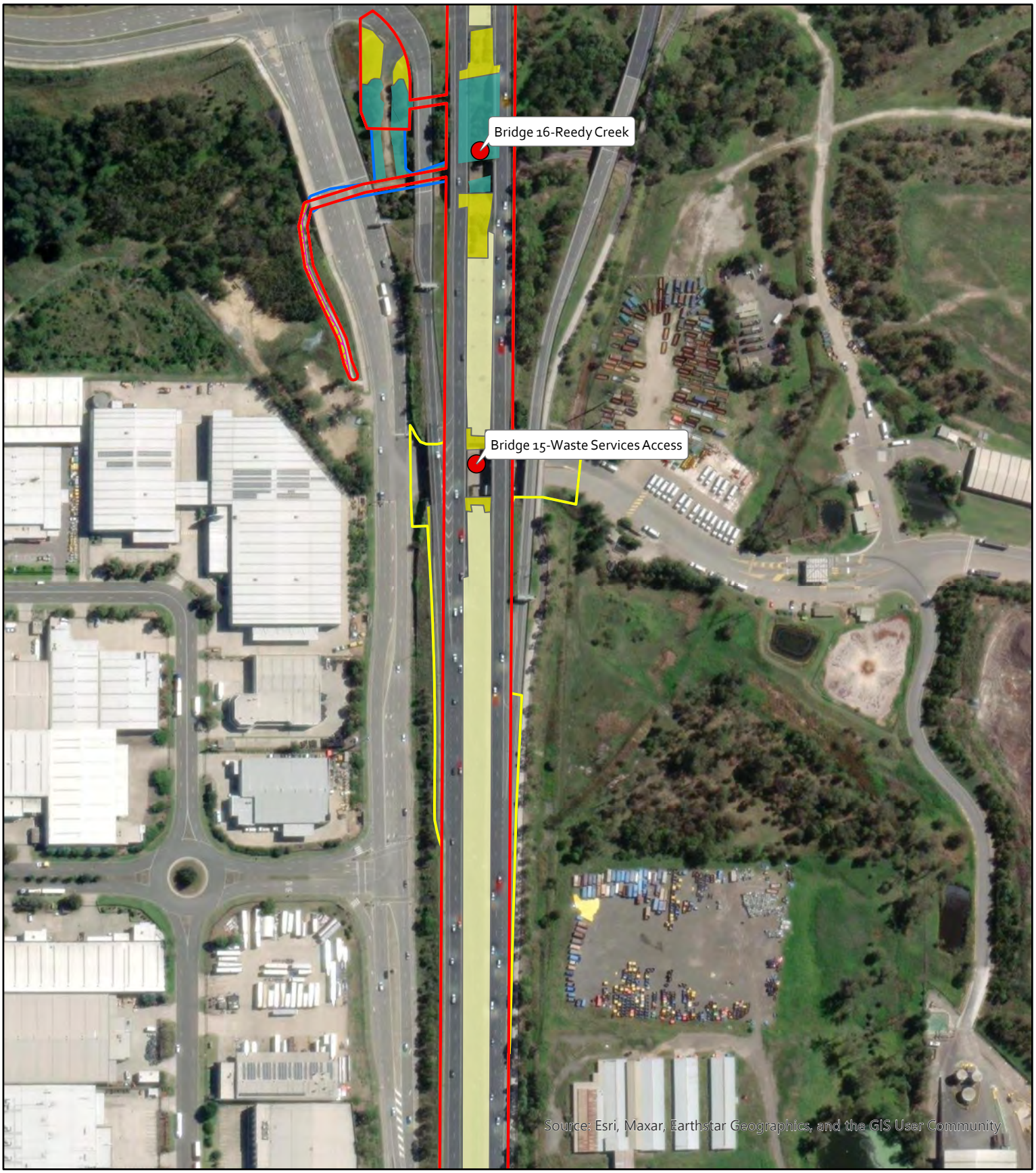
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 1800, Moderate
- 835, Low
- 849, Low
- n/a,Access
- n/a,Disturbed



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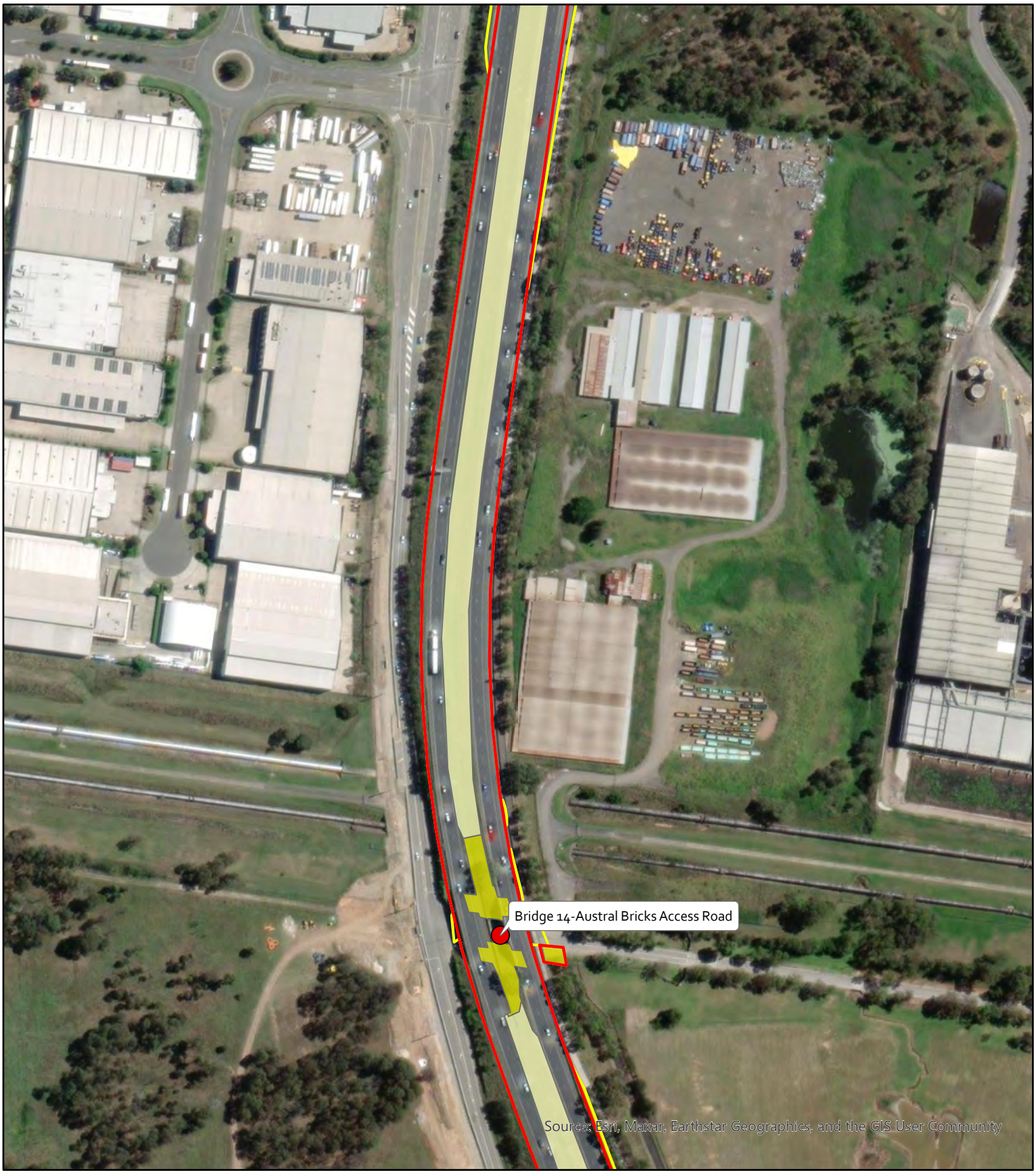
- M7 Bridges

PCT, Condition Class

- 835, Low
- n/a,Access
- n/a,Disturbed



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PCT, Condition Class

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- n/a,Disturbed

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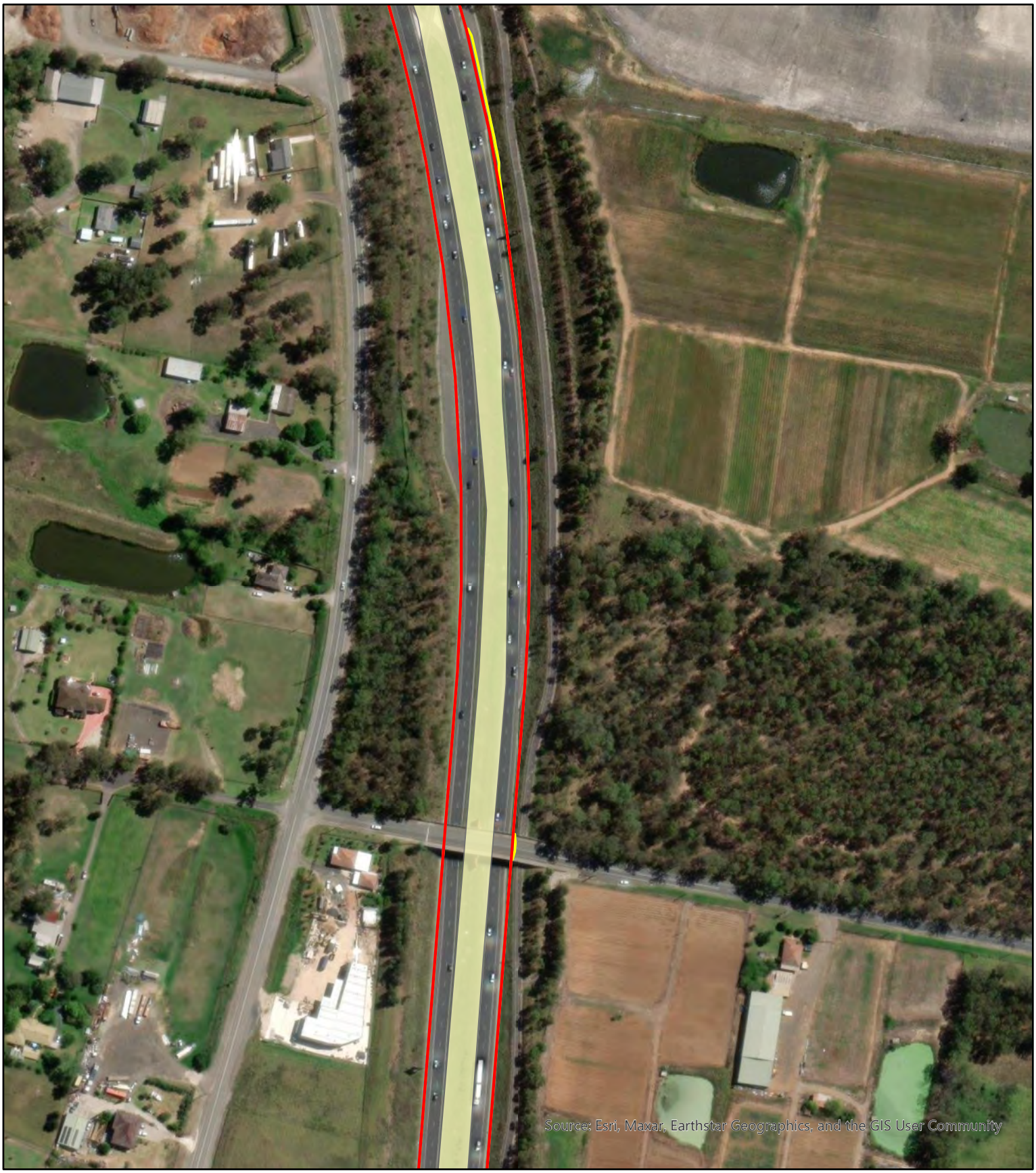
PCT, Condition Class

- n/a,Access
- n/a,Disturbed



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PCT, Condition Class

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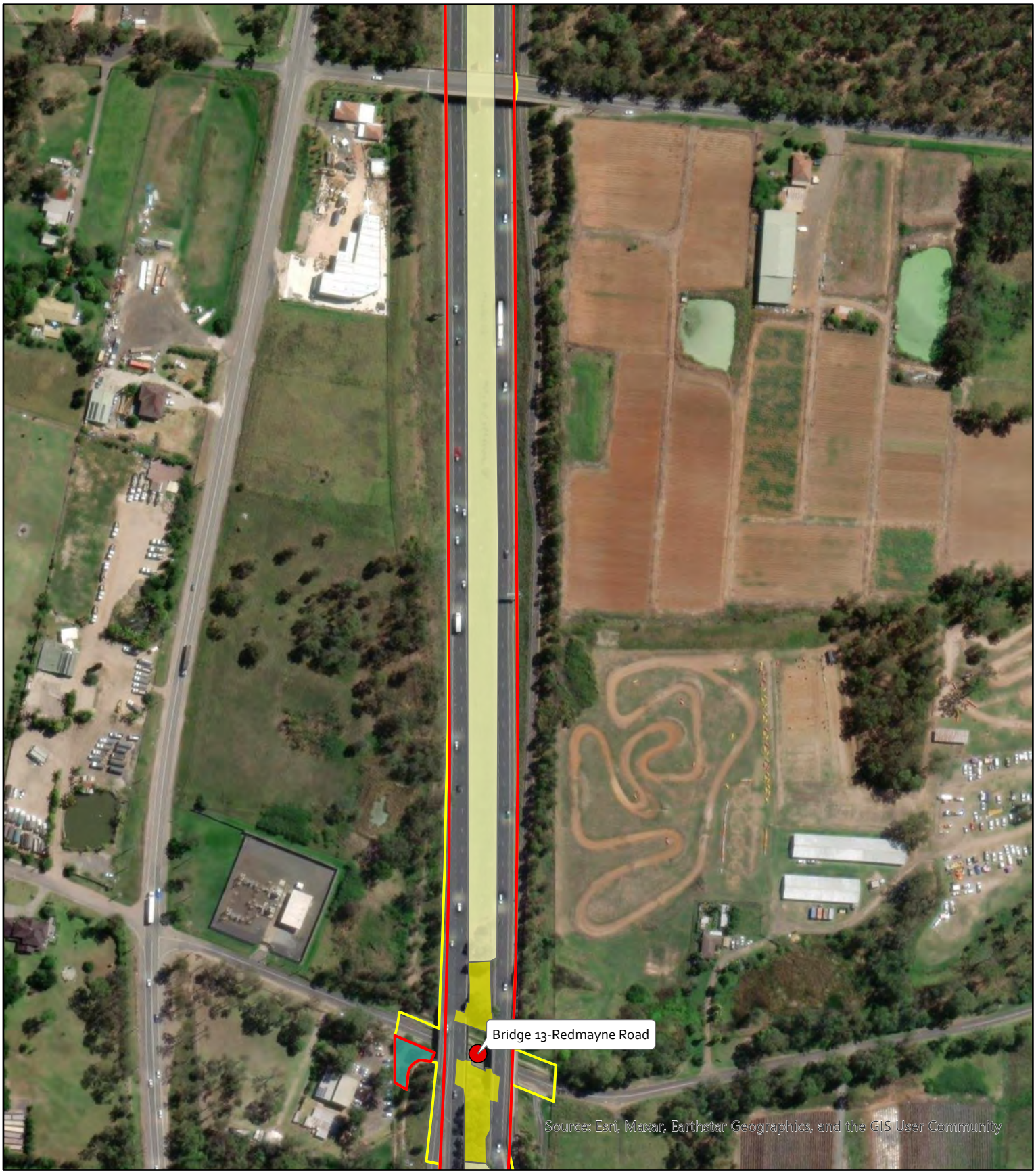

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PCT, Condition Class

- 835, Low
- n/a,Access
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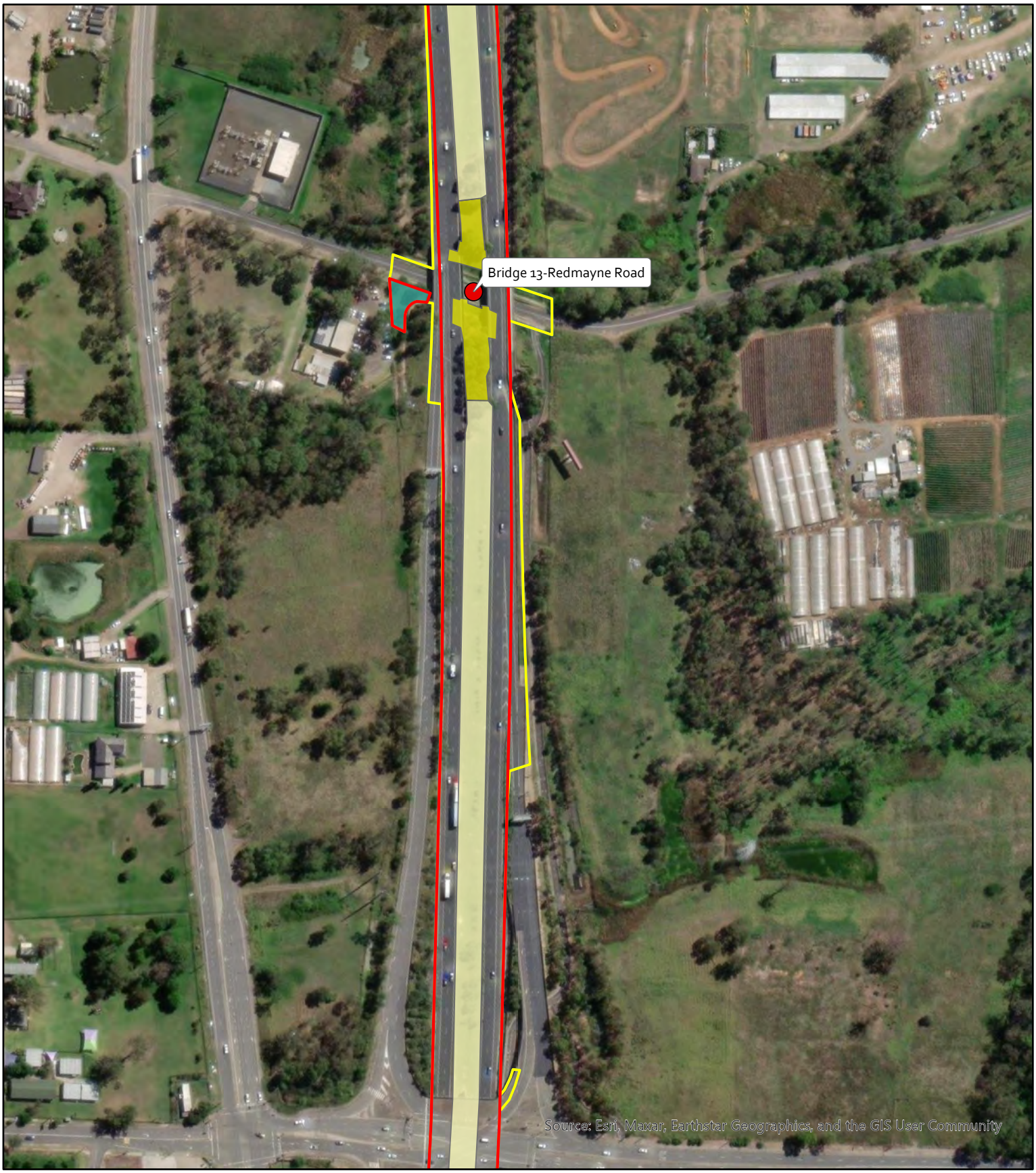

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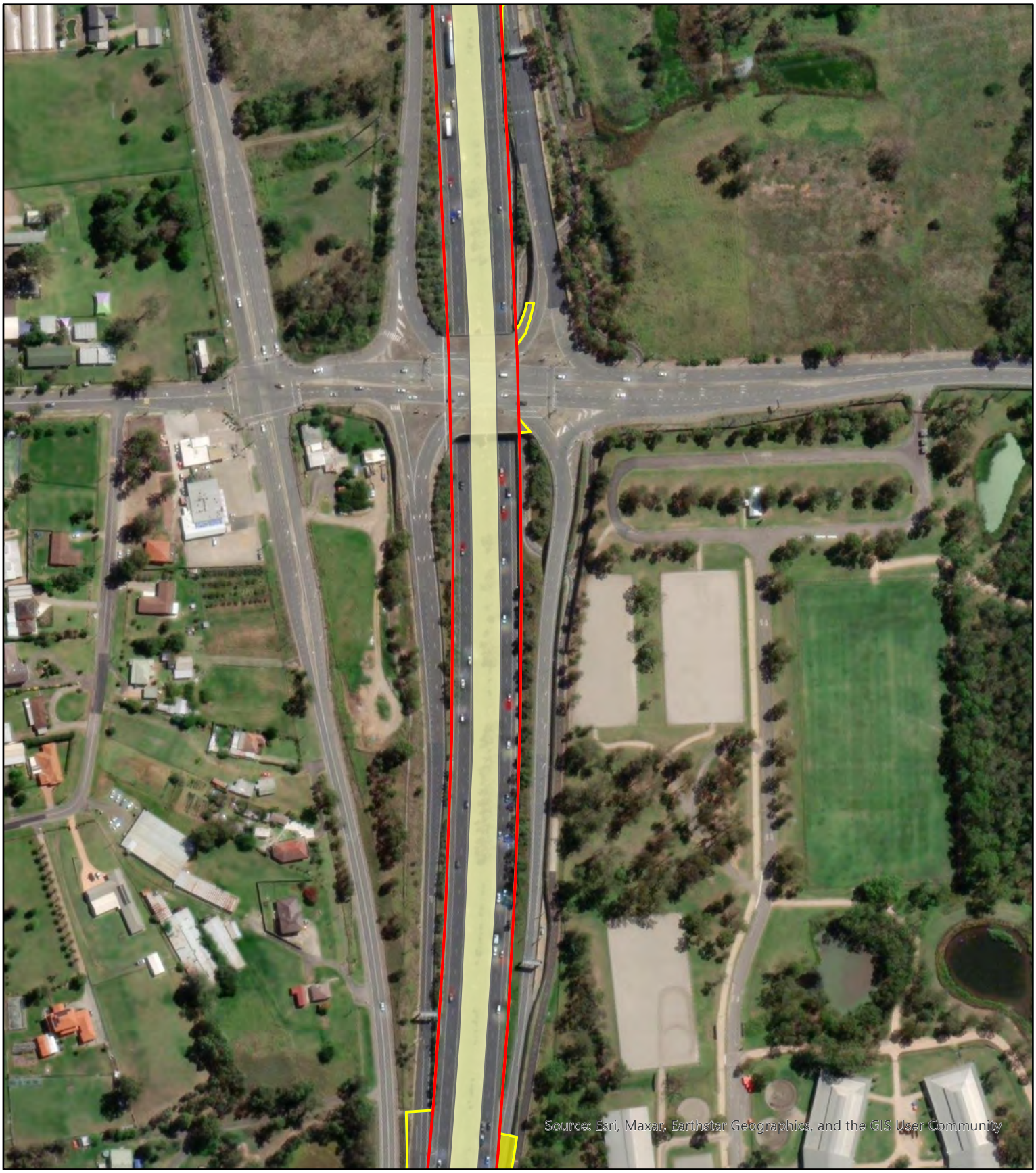
PCT, Condition Class

- 835, Low
- n/a,Access
- n/a,Disturbed



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- Exclusion Zones

PCT, Condition Class

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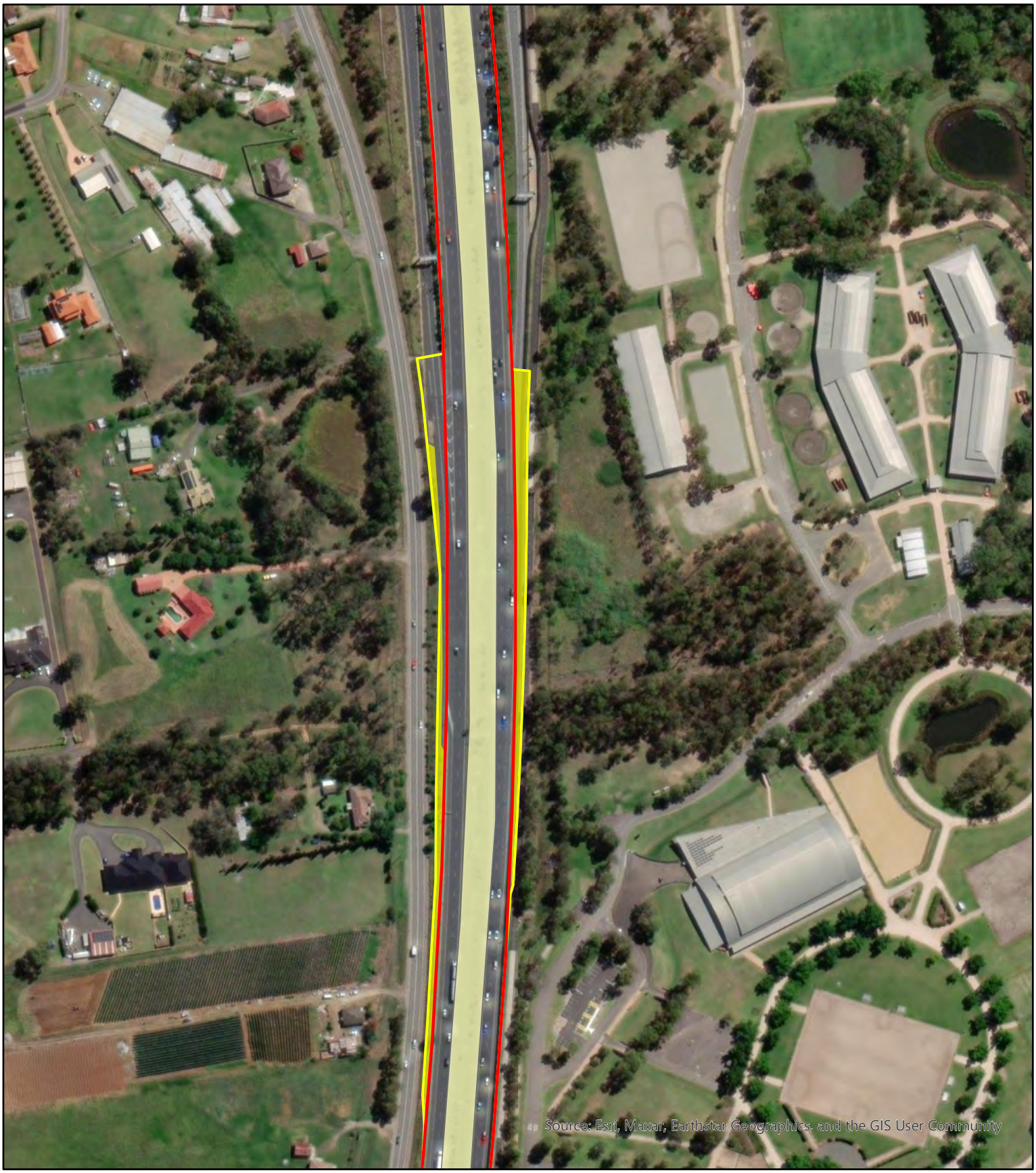
- n/a,Disturbed



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- Consolidated Construction Footprint (May 2024)
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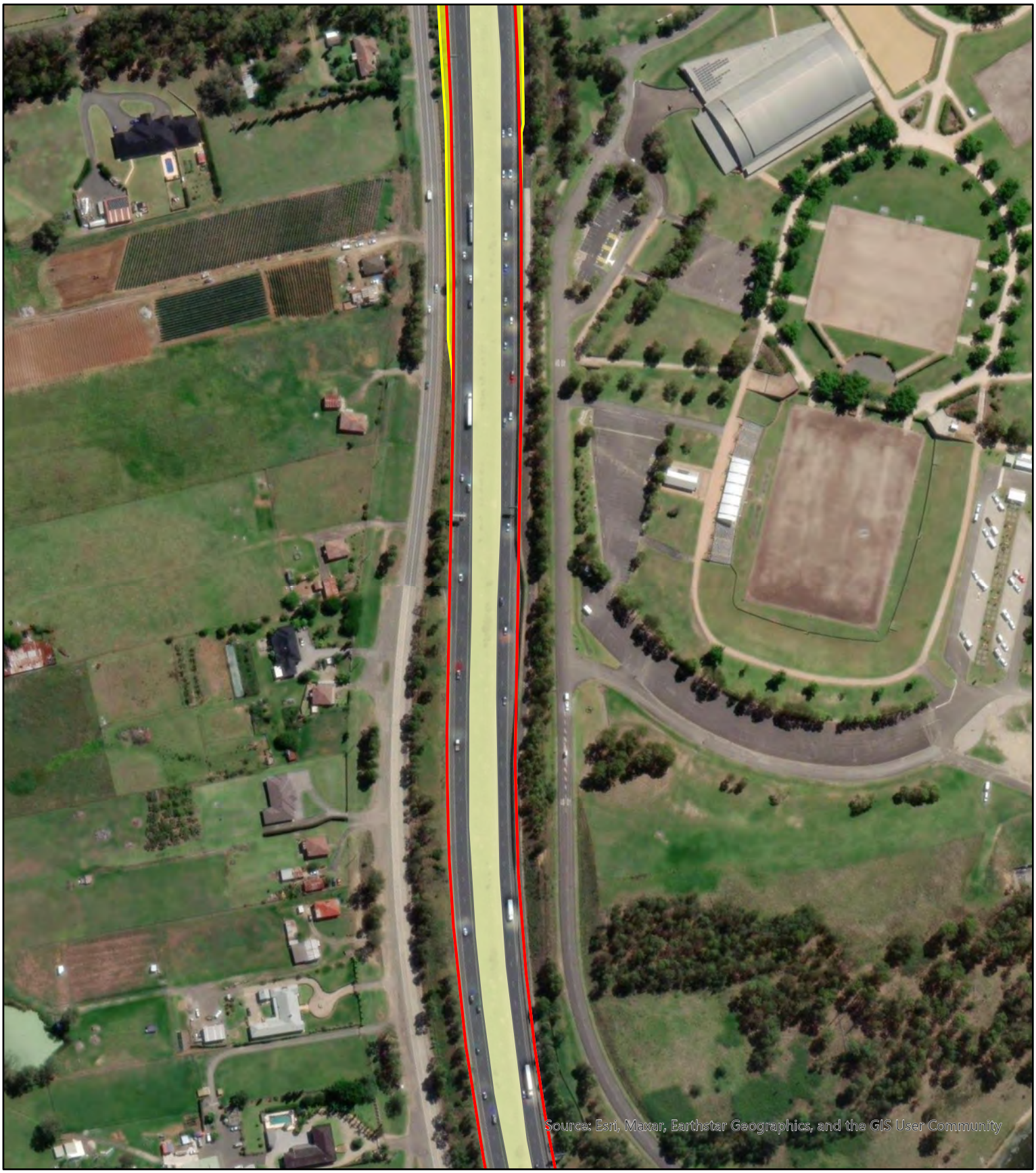
PCT, Condition Class

- n/a,Access
- n/a,Disturbed



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PCT, Condition Class

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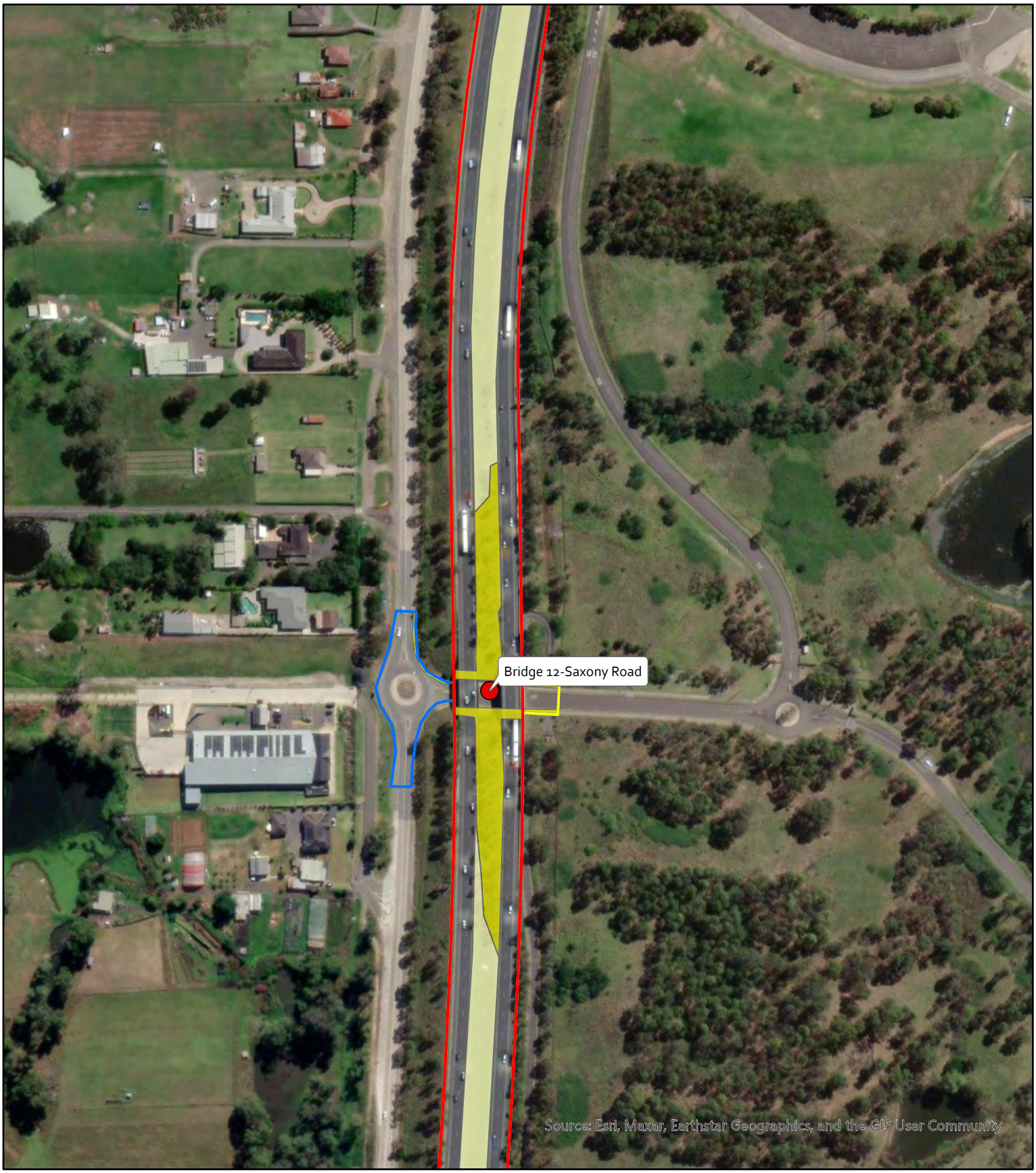

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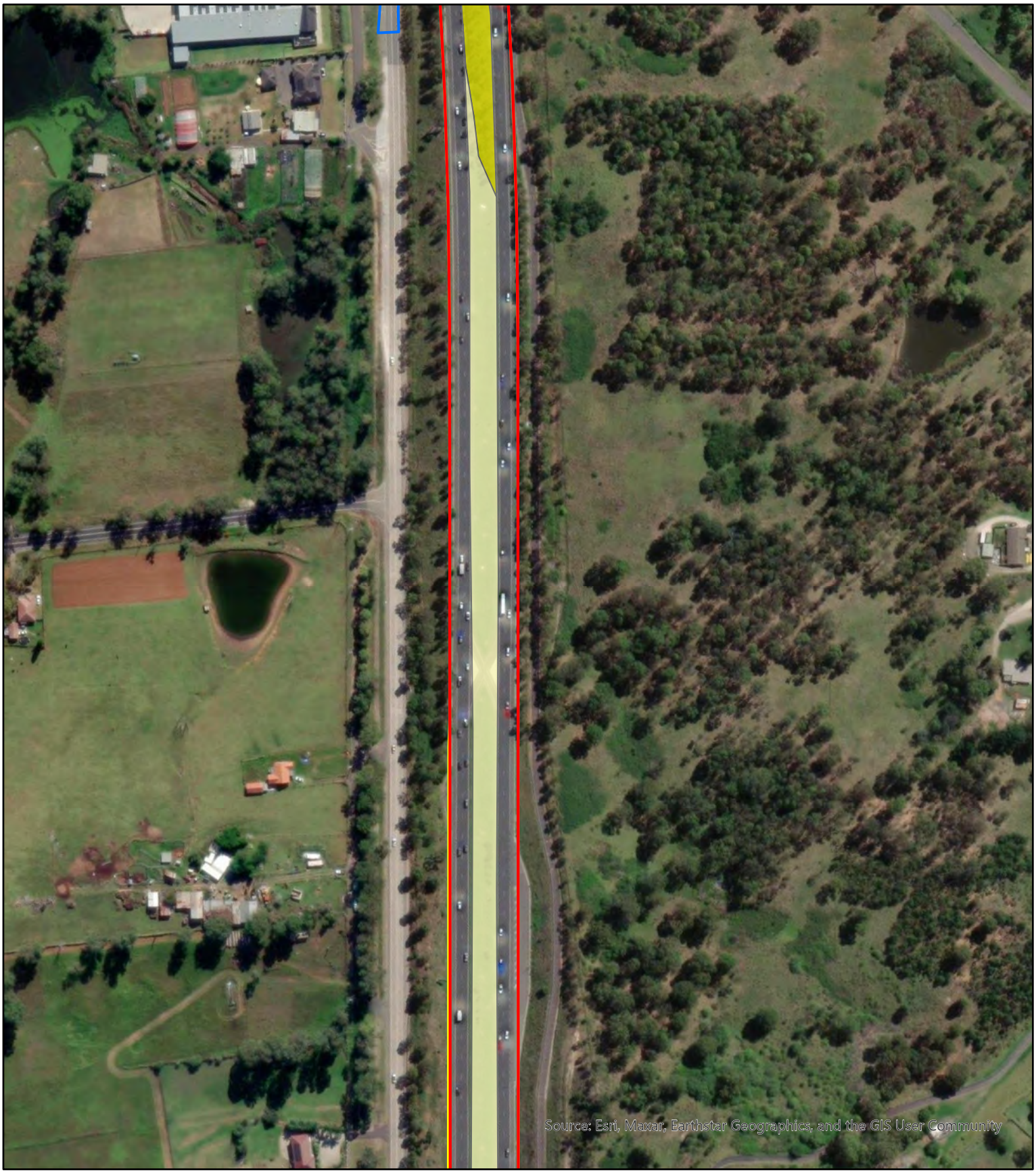
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed



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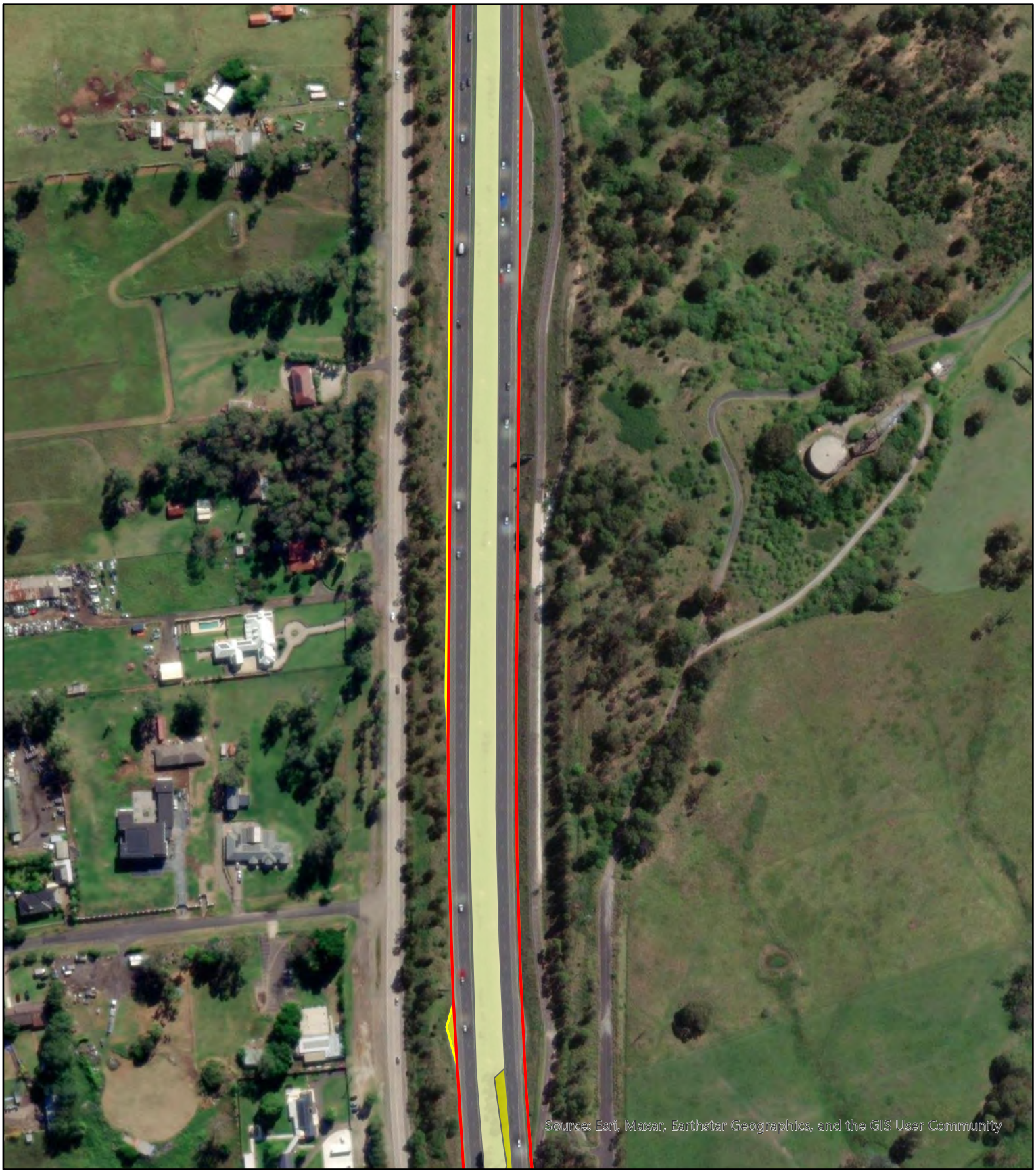
Consolidated Construction Footprint (May 2024)

Exclusion Zones

PCT, Condition Class

n/a,Access

n/a,Disturbed



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PCT, Condition Class

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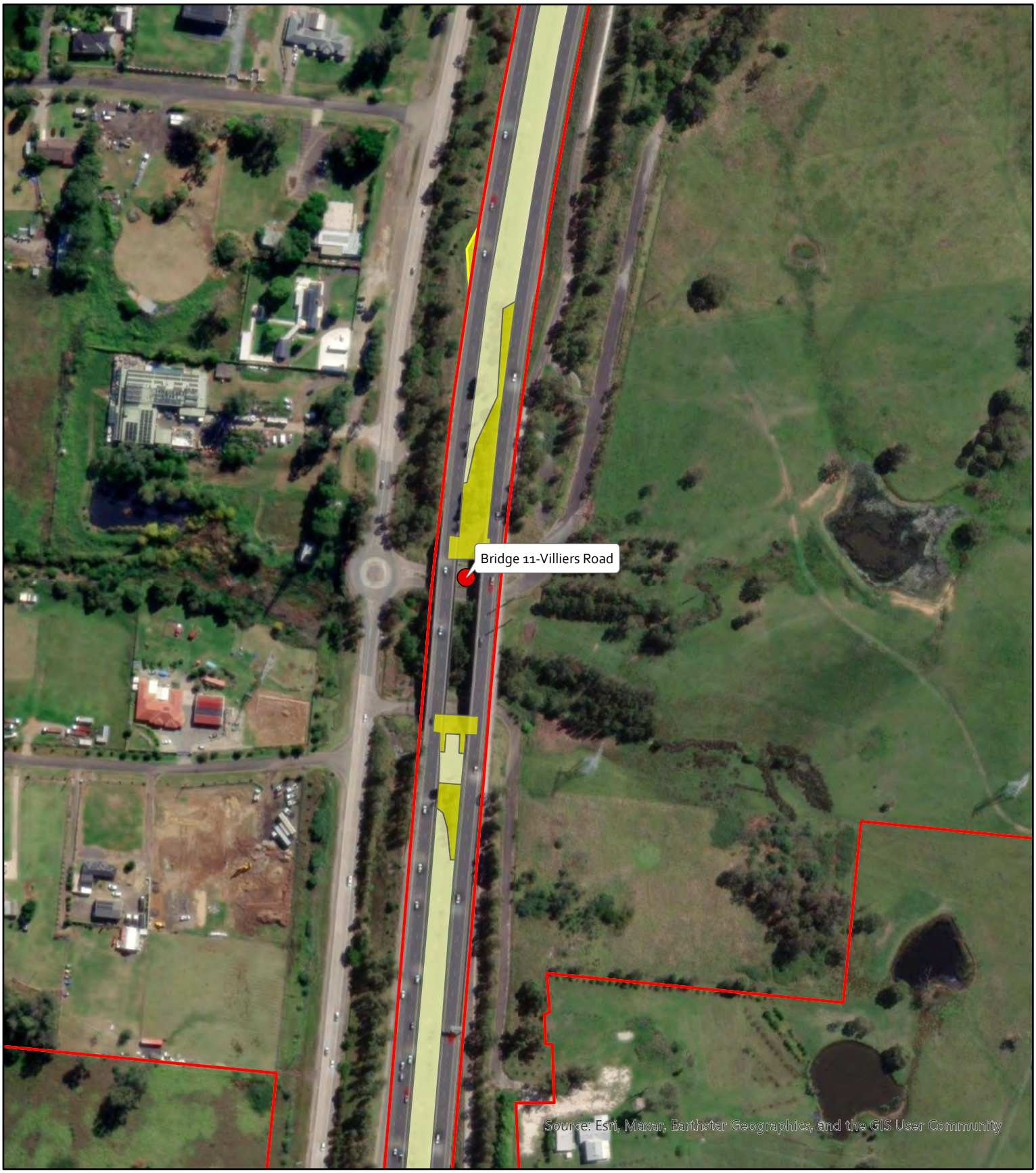
- n/a,Disturbed



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PCT, Condition Class

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- n/a,Disturbed

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- n/a,Disturbed

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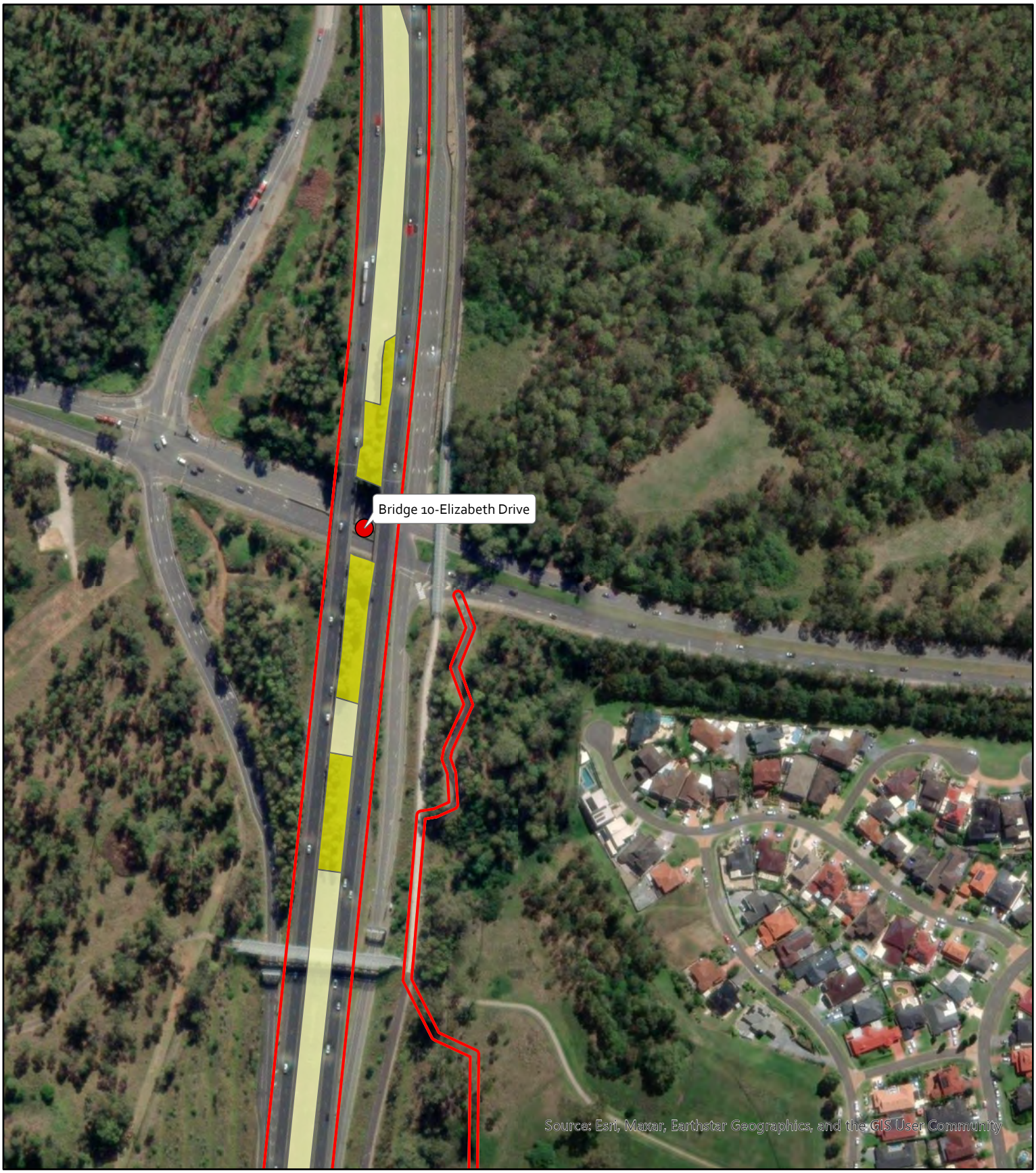
PCT, Condition Class

- n/a,Access
- n/a,Disturbed



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- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

M7 - M12 Integration Project, PCT Condition Class

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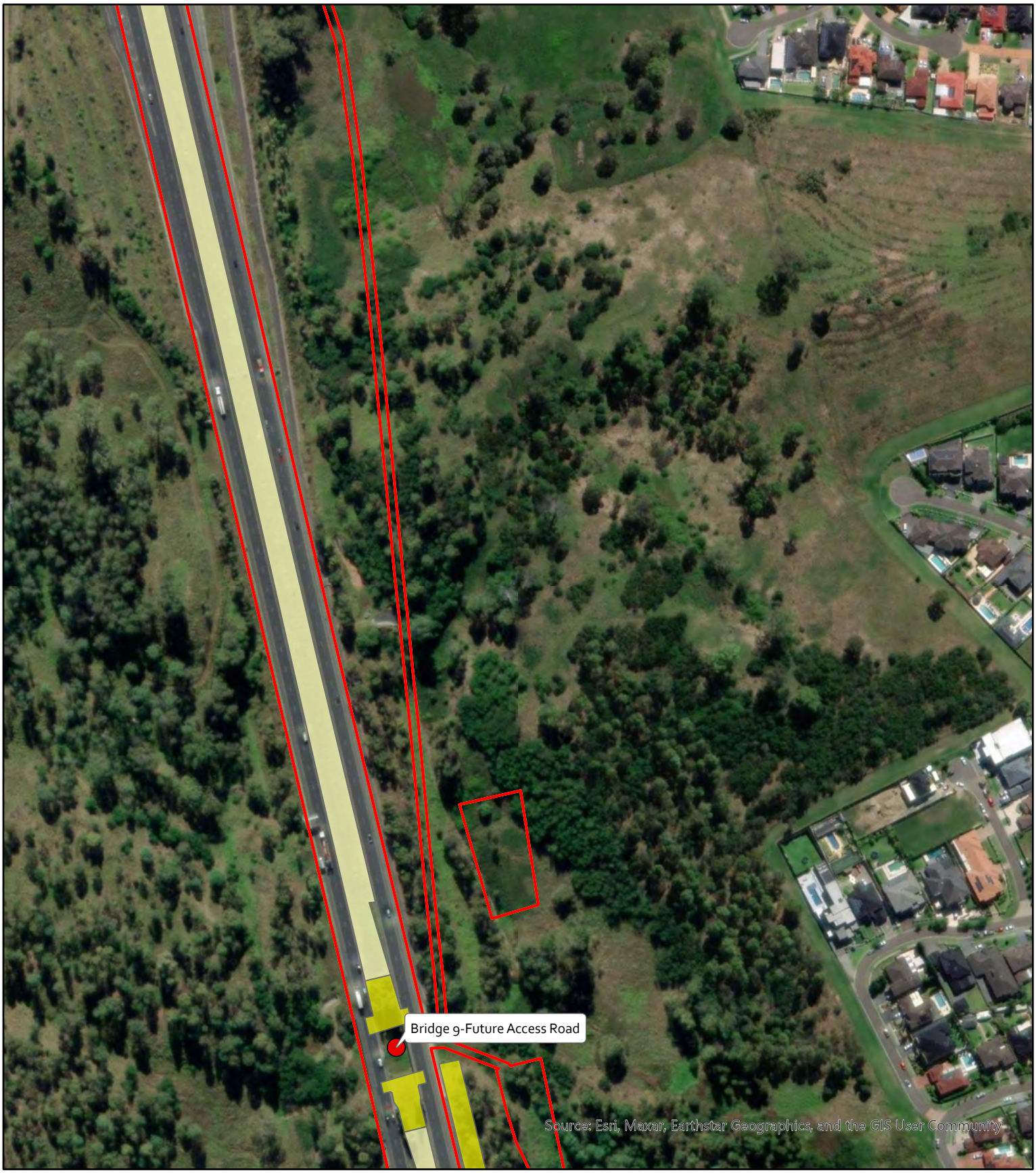
Consolidated Construction Footprint (May 2024)

Exclusion Zones

PCT, Condition Class

n/a,Access

n/a,Disturbed



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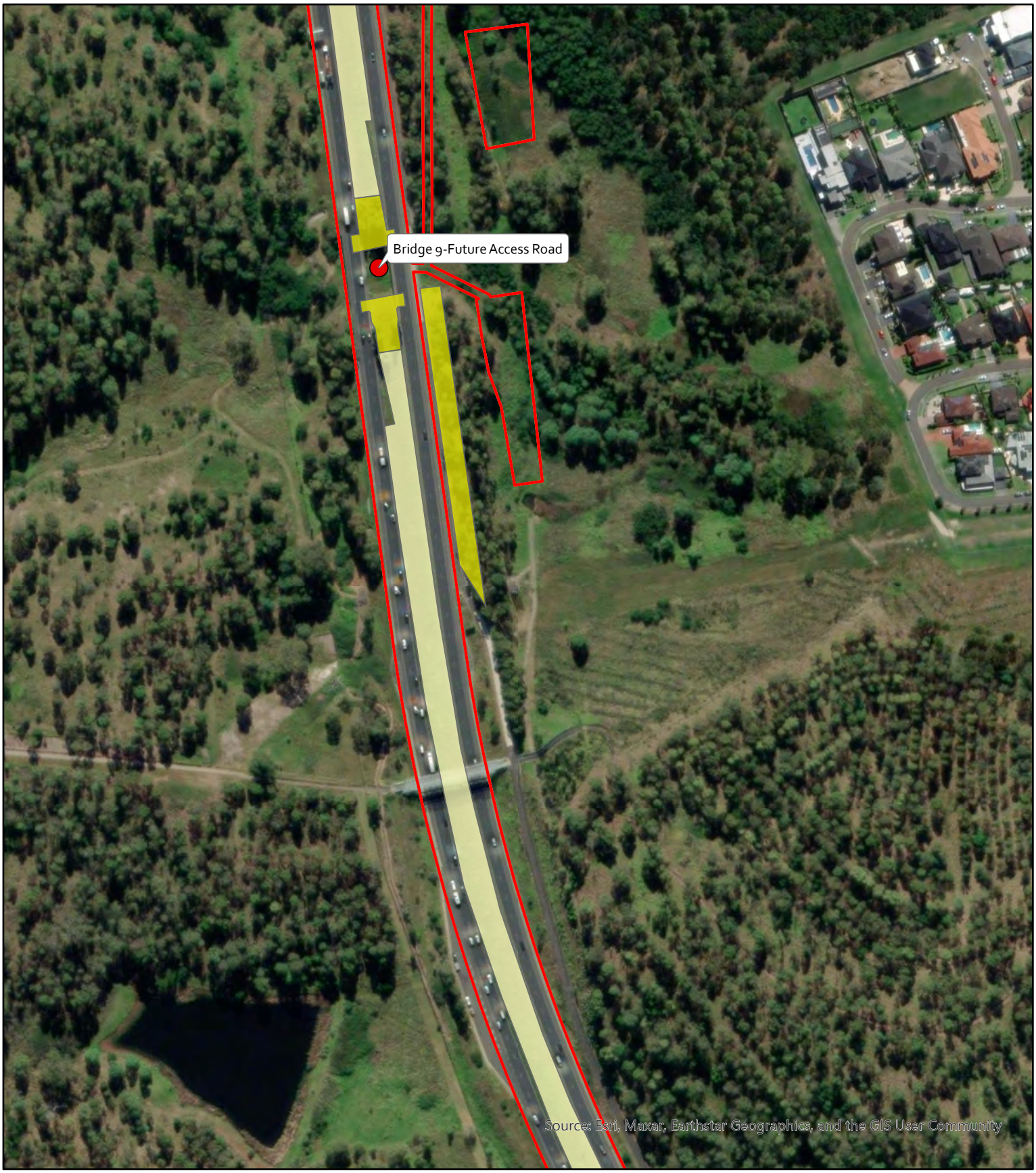
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed



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- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

M7 - M12 Integration Project, PCT Condition Class

Approved Mod. Report Construction Footprint (Jan 2022)

Approved CA Construction Footprint (Dec 2023)

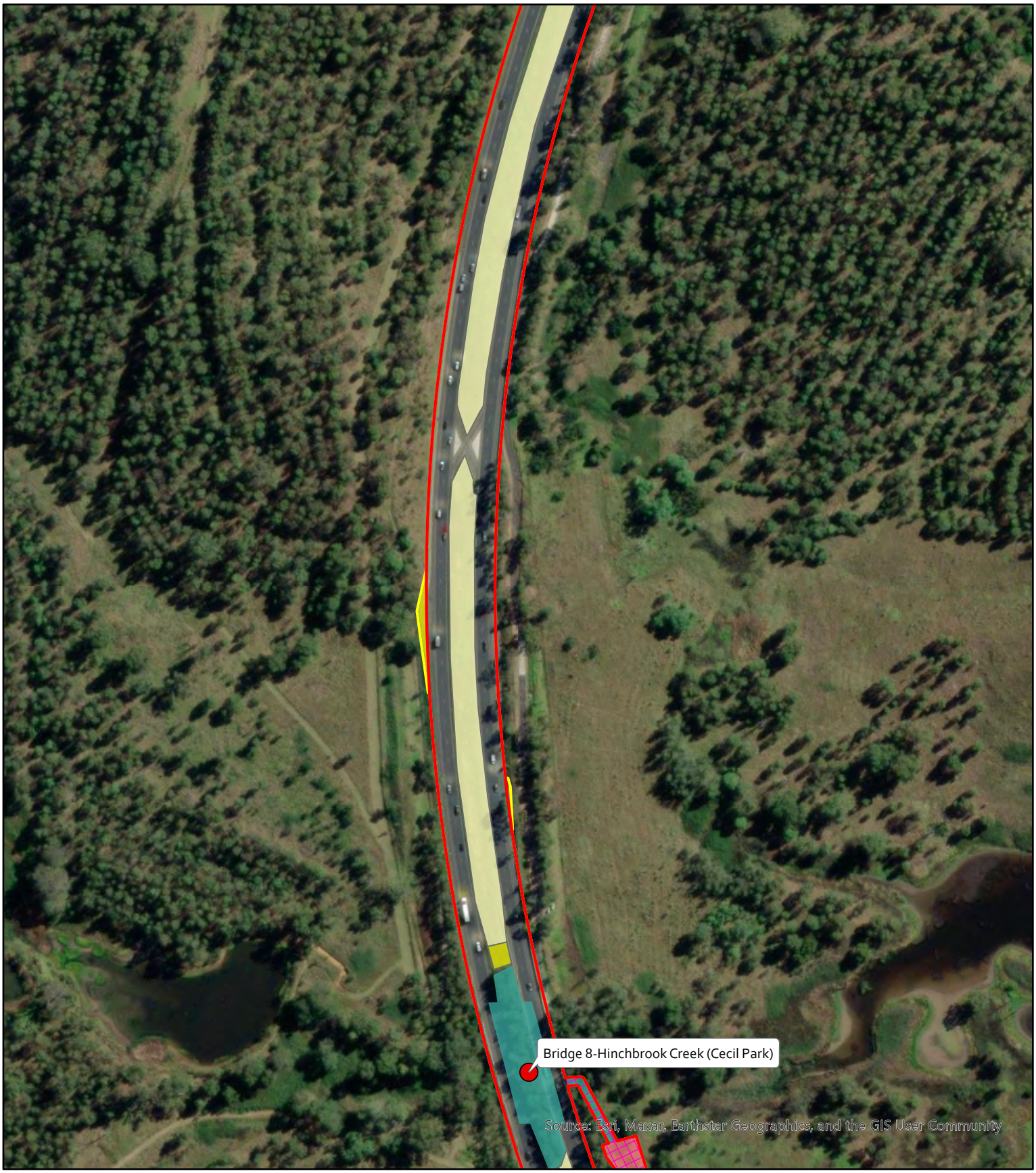
Consolidated Construction Footprint (May 2024)

Exclusion Zones

PCT, Condition Class

n/a,Access

n/a,Disturbed



M7 - M12 Integration Project, PCT Condition Class

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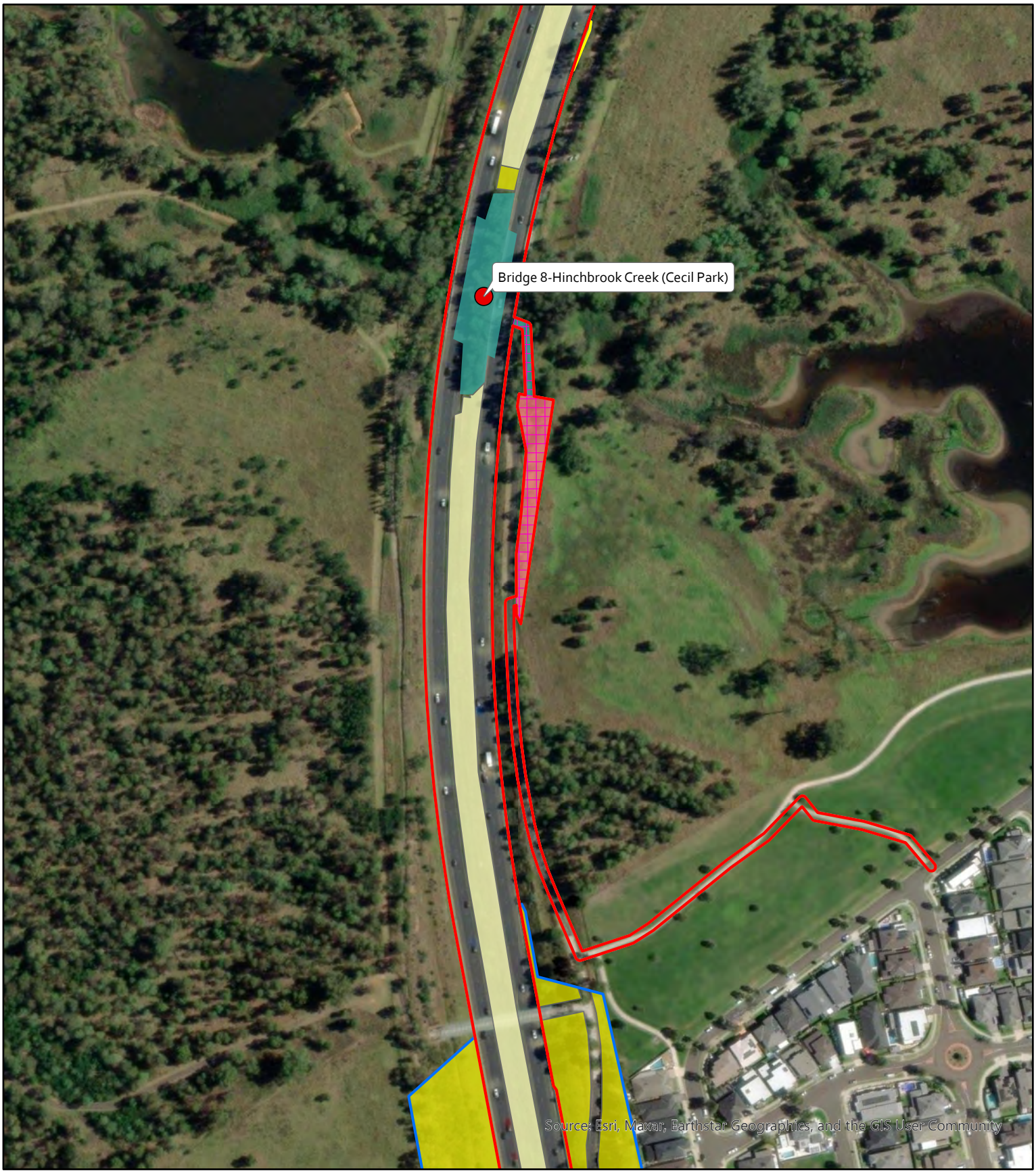
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 835, Low
- 850, Low
- n/a,Access
- n/a,Disturbed



M7 - M12 Integration Project, PCT Condition Class

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- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 835, Low
- 850, Low
- n/a,Access
- n/a,Disturbed

M7 - M12 Integration Project, PCT Condition Class

Approved Mod. Report Construction Footprint (Jan 2022)

Approved CA Construction Footprint (Dec 2023)

Consolidated Construction Footprint (May 2024)

Exclusion Zones

PCT, Condition Class

n/a,Access

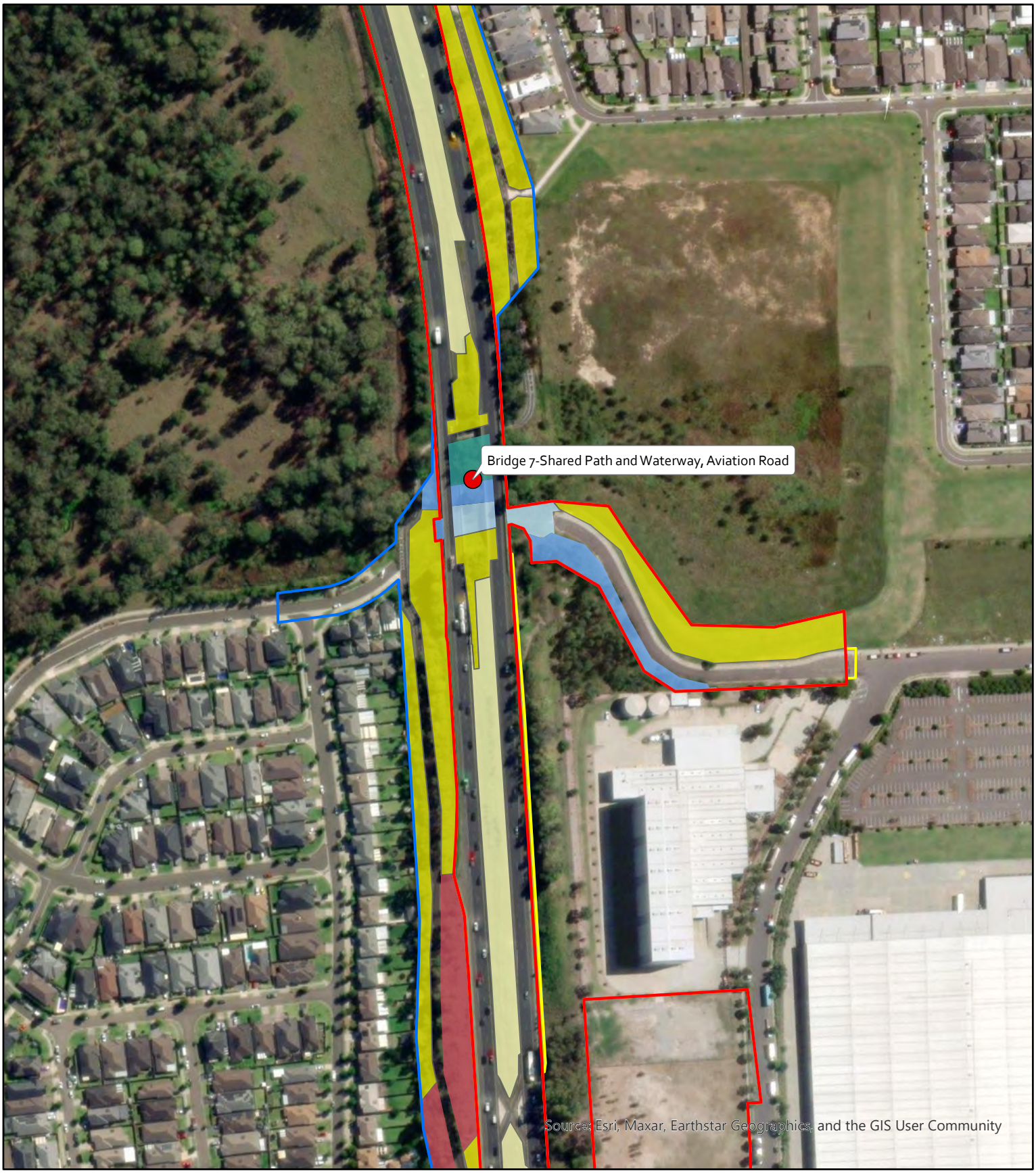
n/a,Disturbed

M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- 1800, Low
- 835, Low
- n/a,Access
- n/a,Disturbed



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- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

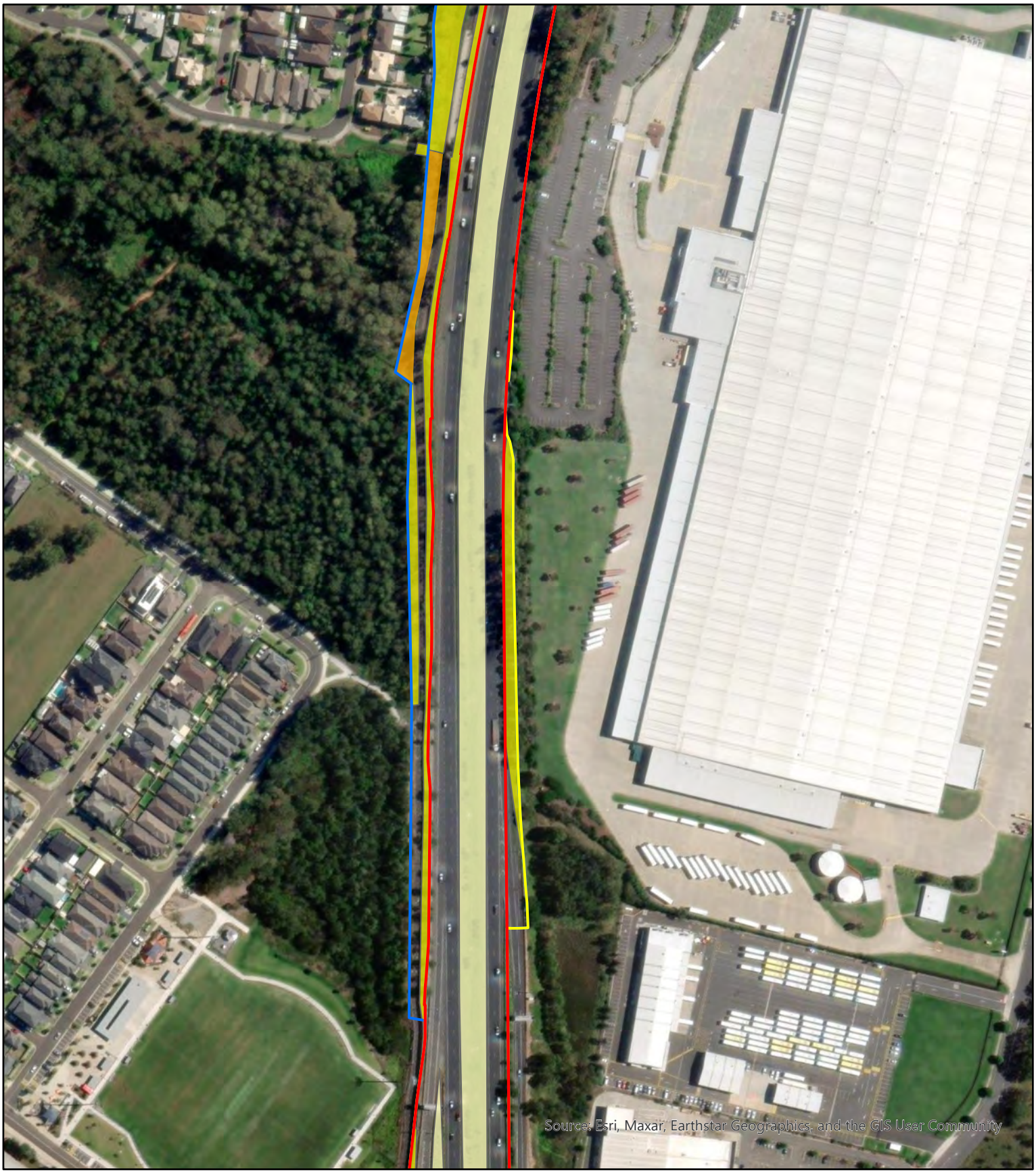
- 1800, Low
- 1800, Poor
- 835, Low
- 850, Moderate
- n/a,Access
- n/a,Disturbed

M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- 849, Low
- 850, Moderate
- n/a,Access
- n/a,Disturbed

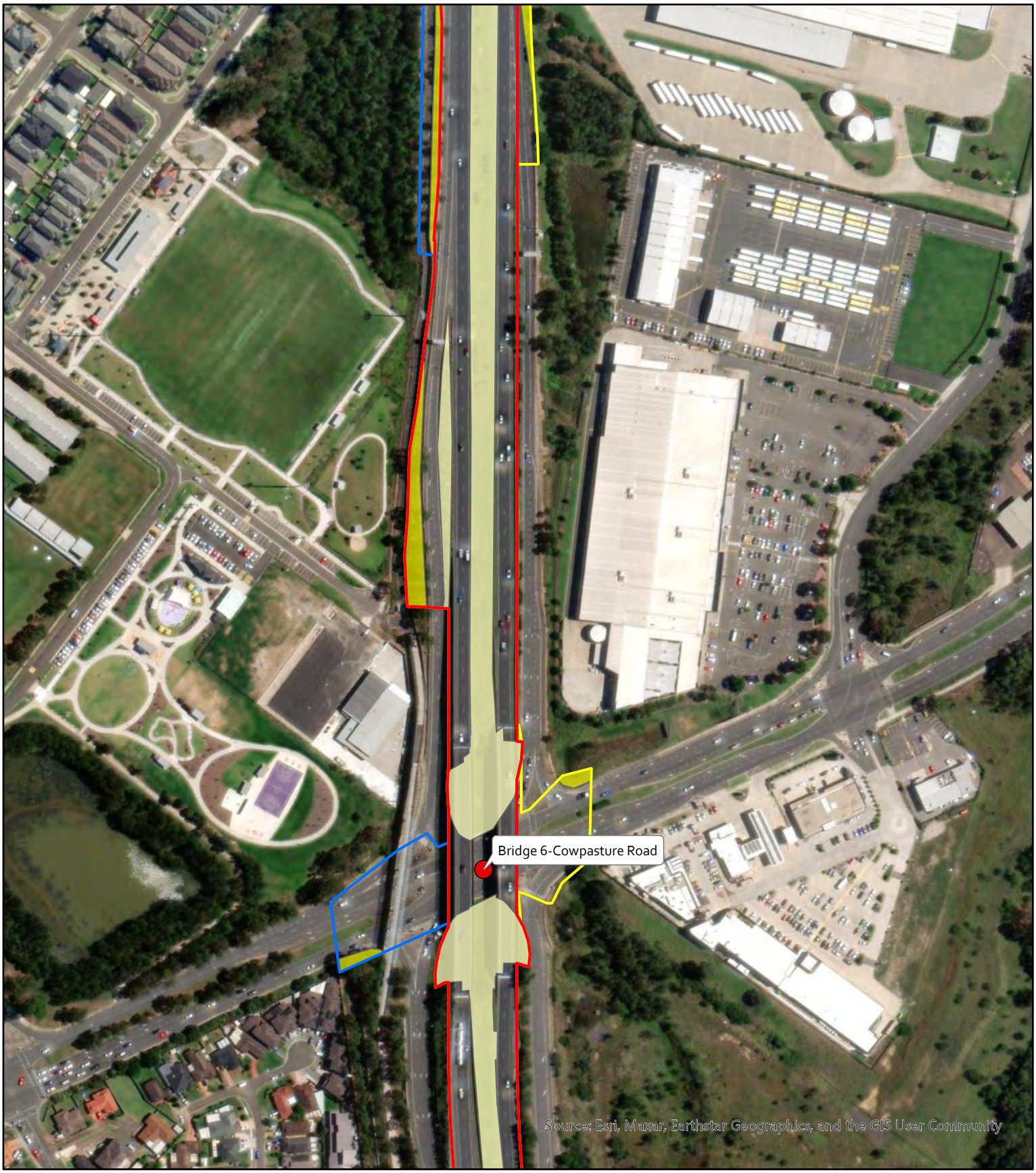


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- 849, Low
- n/a,Access
- n/a,Disturbed

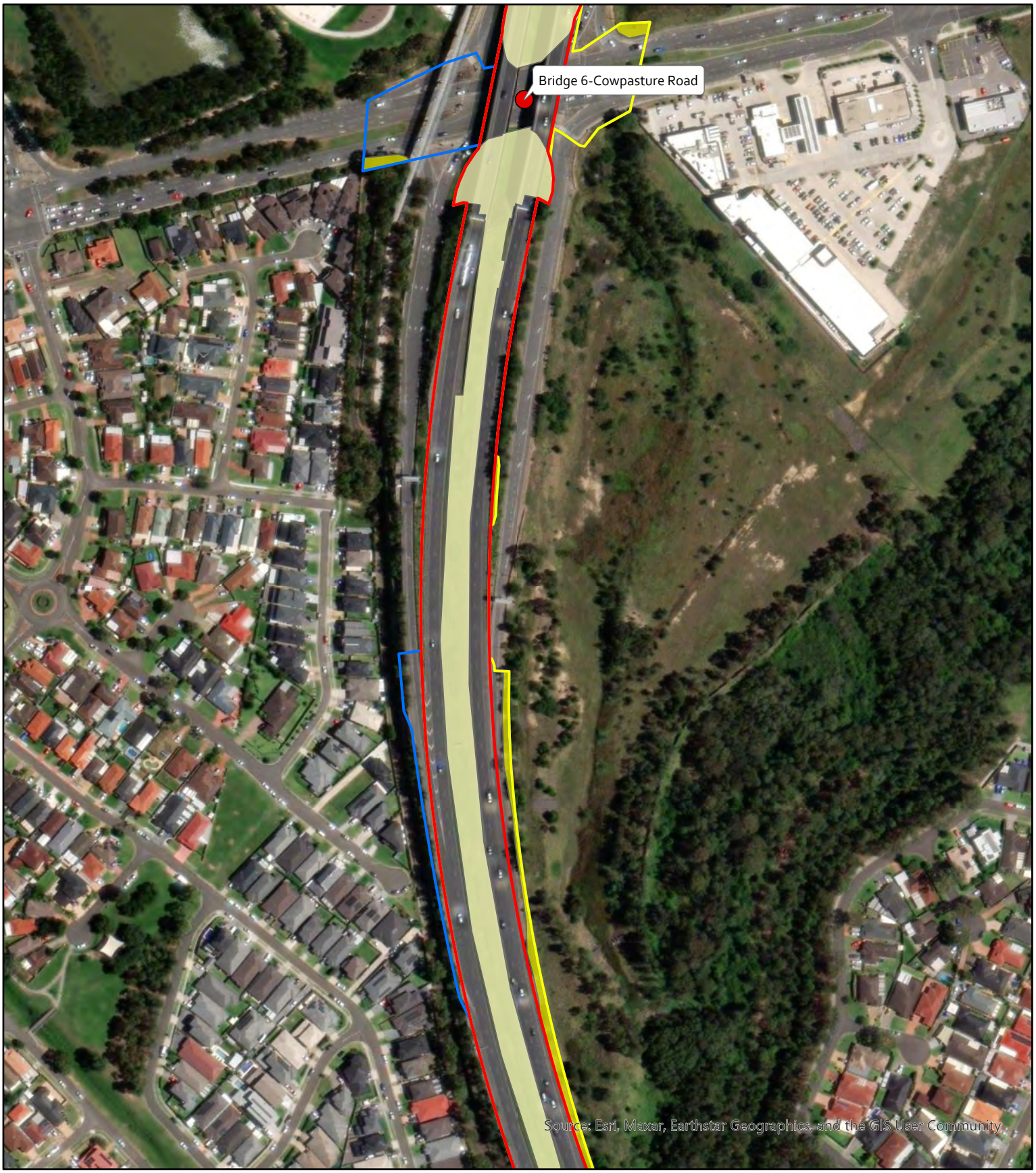


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

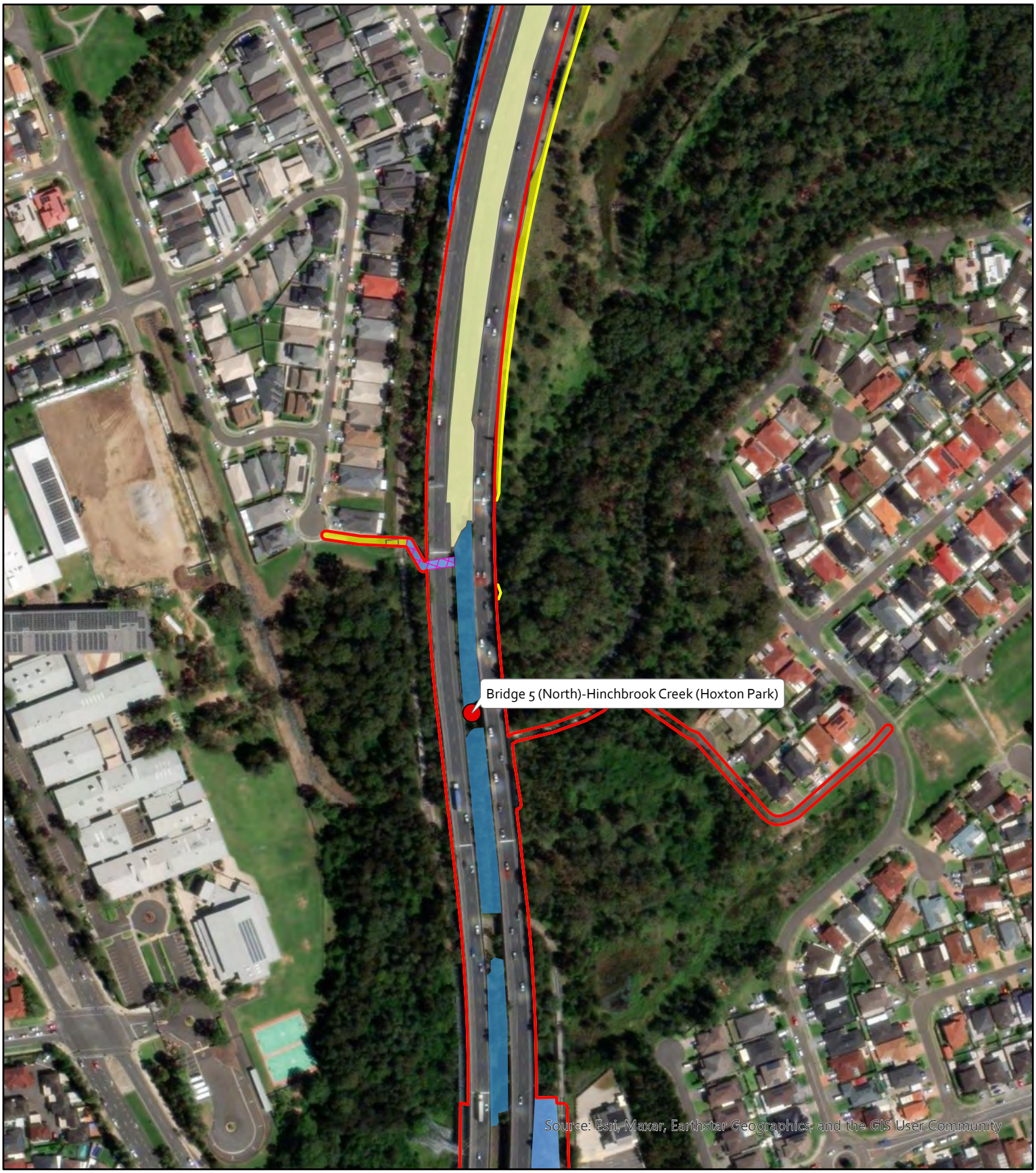


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

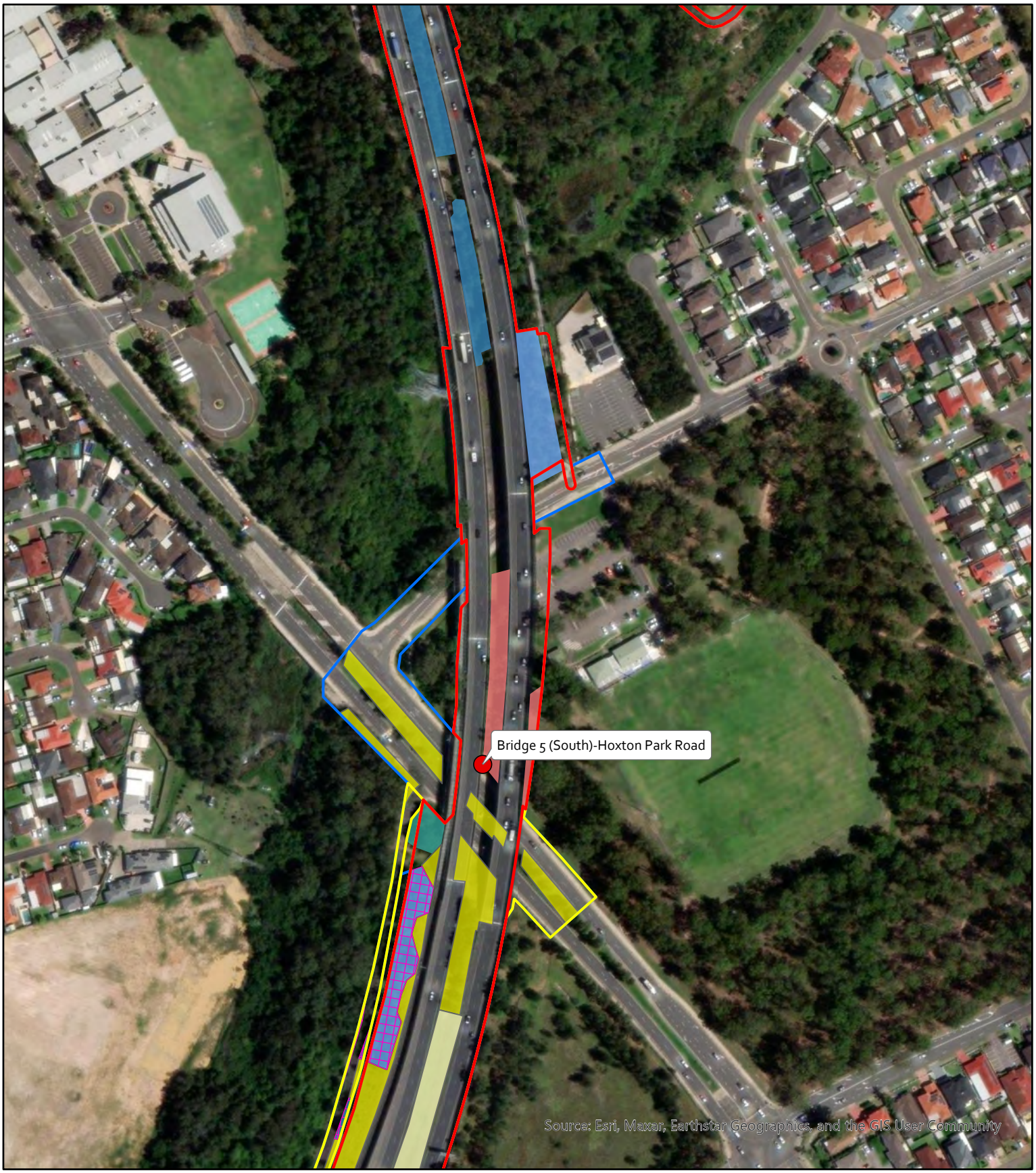


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 1800, Low
- 1800, Moderate
- n/a,Access
- n/a,Disturbed

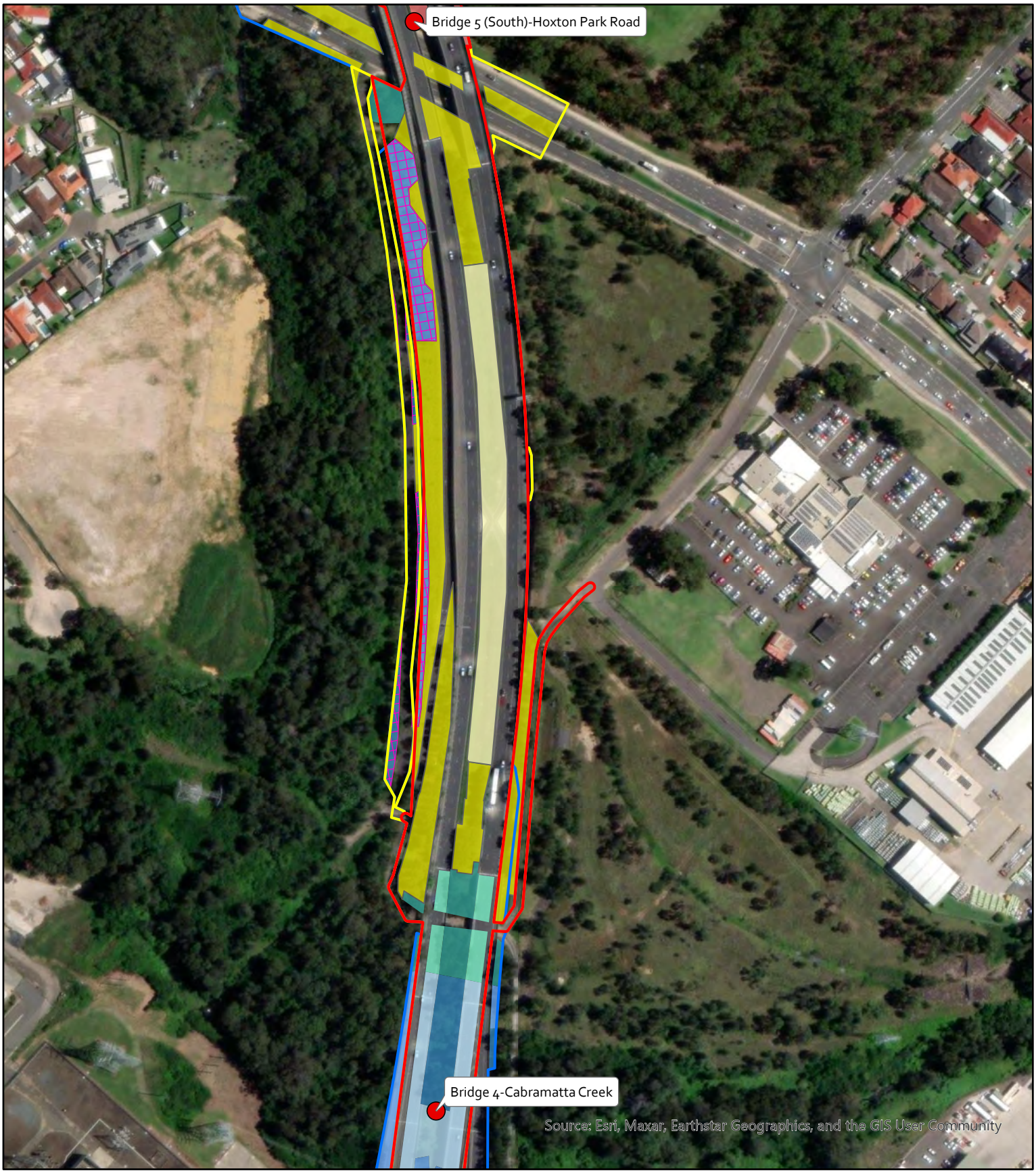


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 1800, Low
- 1800, Moderate
- 835, Low
- 835, Poor
- 850, Low
- n/a,Access
- n/a,Disturbed

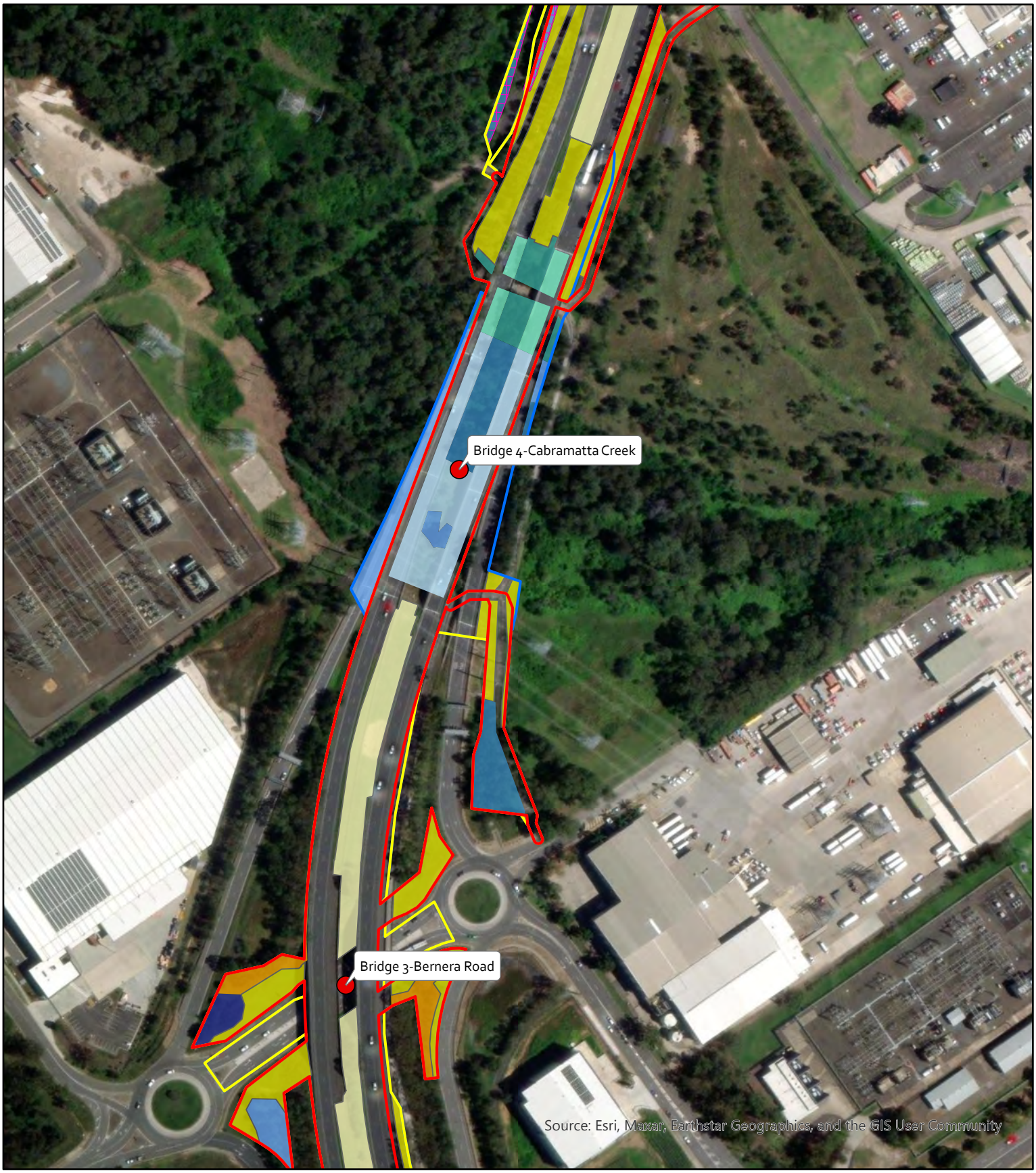


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 1800, Low
- 1800, Moderate
- 1800, Poor
- 835, Low
- 835, Poor
- 850, Low
- n/a,Access
- n/a,Disturbed

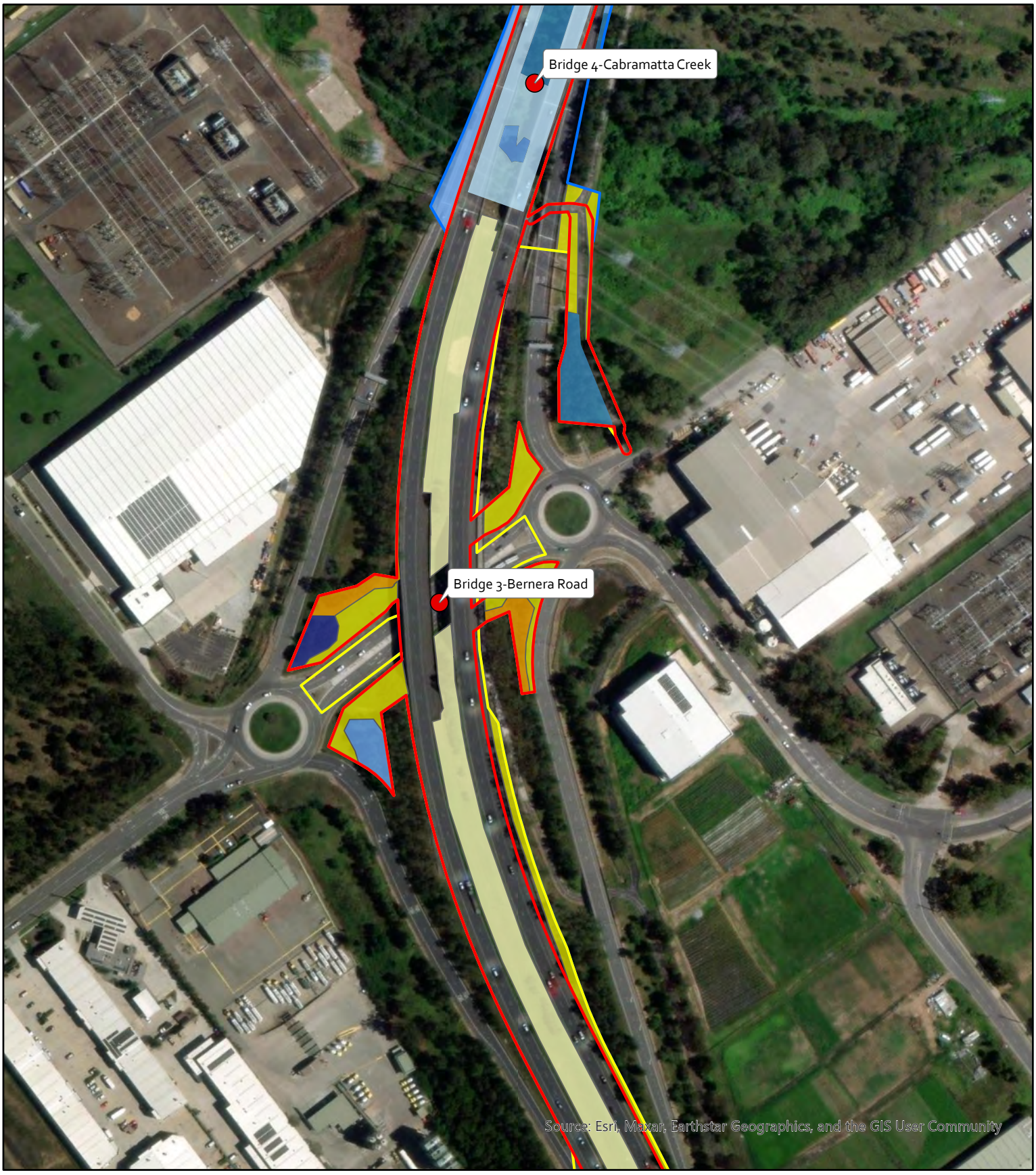


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 1800, Low
- 1800, Moderate
- 1800, Poor
- 725, Moderate
- 835, Low
- 835, Poor
- 849, Low
- n/a,Access
- n/a,Disturbed

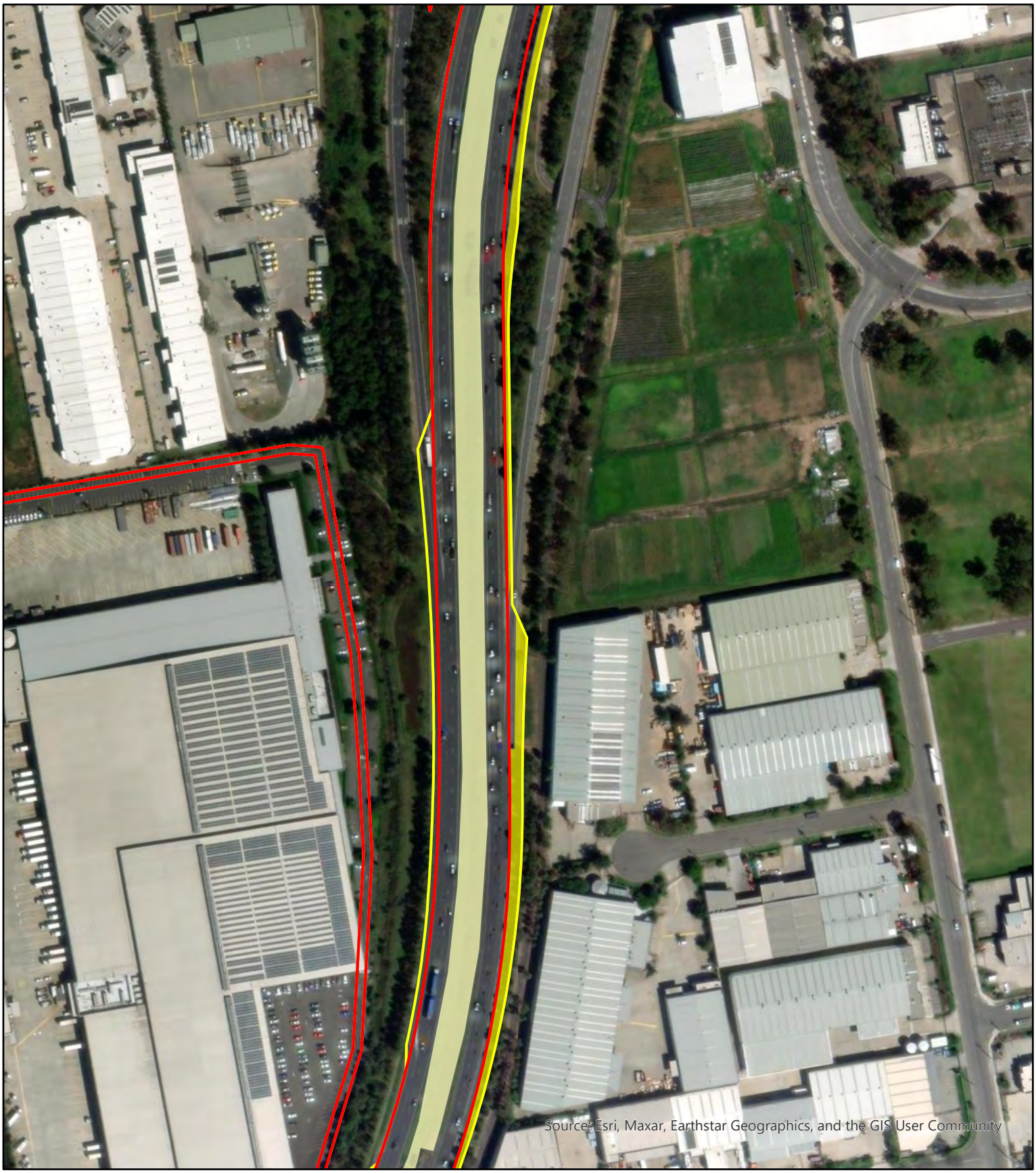


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 1800, Low
- 1800, Moderate
- 1800, Poor
- 725, Moderate
- 849, Low
- n/a,Access
- n/a,Disturbed

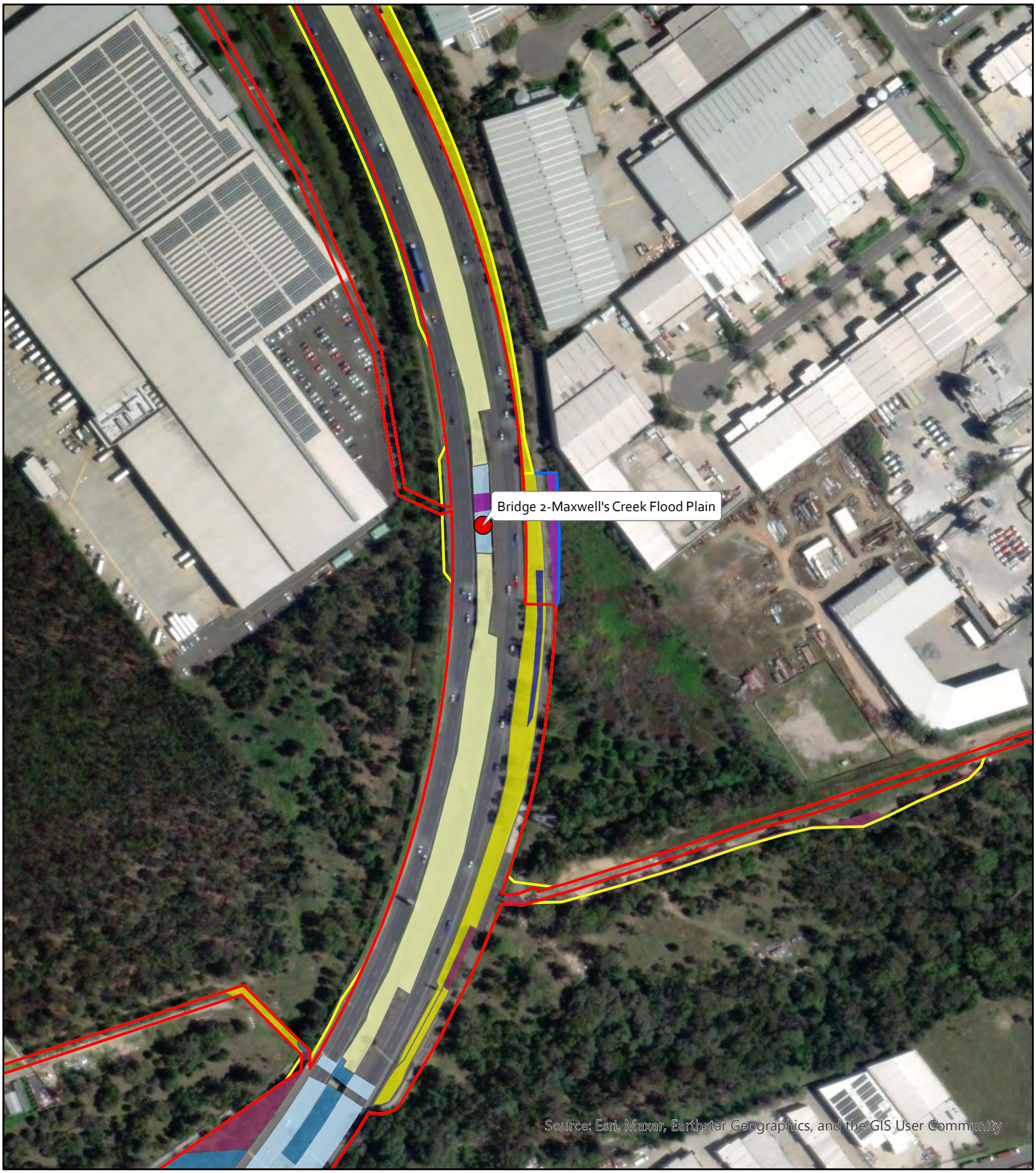


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- 1800, Low
- n/a,Access
- n/a,Disturbed

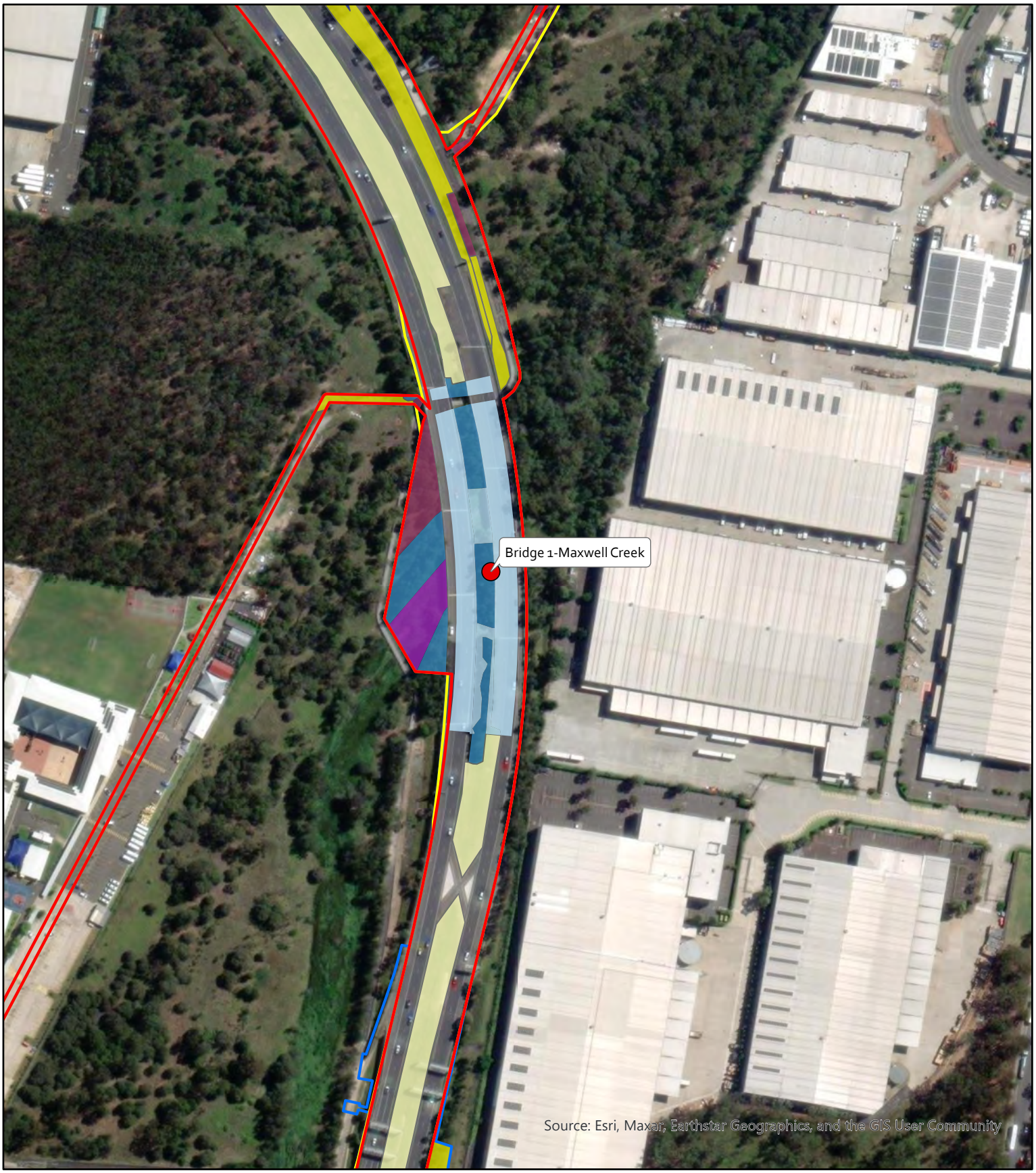


M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

- 1737, High
- 1800, Moderate
- 1800, Poor
- 724, Moderate
- 725, Moderate
- n/a,Access
- n/a,Disturbed



M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones
- M7 Bridges

PCT, Condition Class

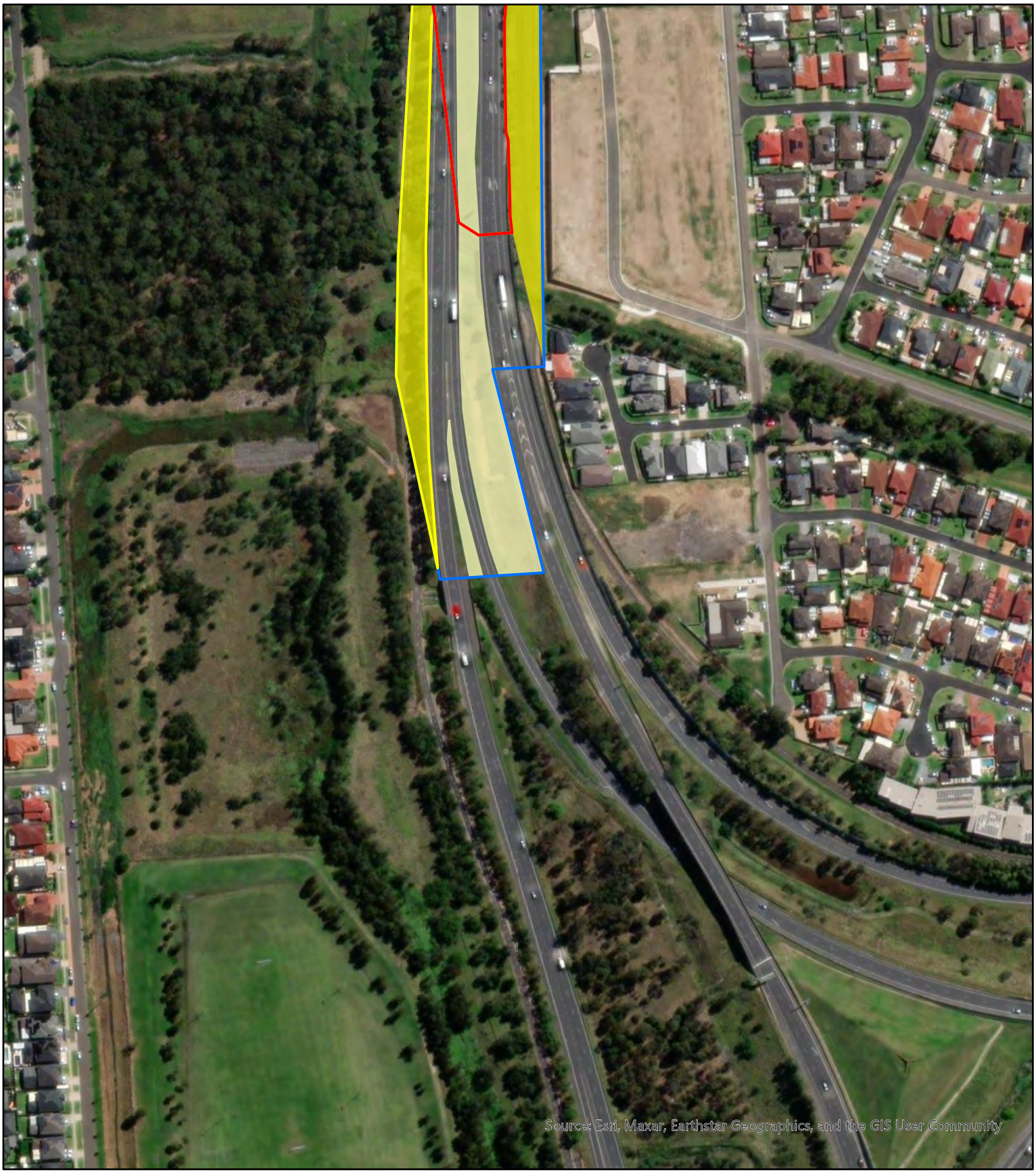
- 1737, High
- 1800, Moderate
- 1800, Poor
- 724, Moderate
- 725, Moderate
- n/a,Access
- n/a,Disturbed

M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- 1800, Moderate
- n/a,Access
- n/a,Disturbed



M7 - M12 Integration Project, PCT Condition Class

- Approved Mod. Report Construction Footprint (Jan 2022)
- Approved CA Construction Footprint (Dec 2023)
- Consolidated Construction Footprint (May 2024)
- Exclusion Zones

PCT, Condition Class

- n/a,Access
- n/a,Disturbed

Attachment 3 – Site assessment of sites requiring vegetation clearing

Site ID	**Site 1b**
Location	Noise wall on the M7 southbound carriage way from 60m north to 350m south of Kurrajong Road.
Proposed Construction Activities	Line-marking, milling & resheet, temporary traffic signs, Noise wall construction
Vegetation Clearing Likely?	Minor clearing for noise-wall construction & access
Vegetation composition	Planted Spotted Gum (*Corymbia maculata*). Ground cover consists of exotic species dominated by Rhodes Grass (*Chloris Gayana*).
Contiguous with vegetation class mapped in the BDAR	No.
Equivalent to vegetation class mapped in the BDAR	N/A Non-PCT vegetation
Justification for vegetation class	This site is a planted fill batter from the M7 motorway (circa 2005).
Photo	

Site ID	**Site 11a**
Location	Eastern side of Bridge 22 at Maxwell Creek.
Proposed Construction Activities	Bridge construction and laydown and noise wall construction
Vegetation Clearing Likely?	Yes
Vegetation composition	The vegetation on the eastern side of the shared user path is waterlogged and dominated by Broadleaf Cumbungi *(Typha orientalis*) and fringed by Flax-leaved Paperbark (Melaleuca decora) and Tea Tree (*Melaleuca styphelioides*).
Contiguous with vegetation class mapped in the BDAR	Yes. The vegetation through Maxwell Creek is also dominated my Broadleaf Cumbungi (*Typha orientalis*) and has been mapped as PCT 1737_high Freshwater Wetlands on Coastal Floodplains.
Equivalent to vegetation class mapped in the BDAR	PCT 725_moderate (0.01ha) PCT 1737_high (0.04 ha)
Justification for vegetation class	Although separated by the shared user path, this is a continuation of the same patch Freshwater Wetlands on Coastal Floodplains that is mapped within the BDAR (Niche, 2022).
Photo	

Site ID	Site 18
Location	Eastern side of Bridge 20 over Cabramatta Creek.
Proposed Construction Activities	Access for bridge construction via the shared user path.
Vegetation Clearing Likely?	Yes
Vegetation composition	The vegetation is dominated by Swamp Oak (*Casuarina glauca*) with Prickly-leaved Tea Tree (*Melaleuca styphelioides*) and scattered Blue Box (*Eucalyptus baueriana*). The shrub stratum is sparse and the ground cover is exotic dominated.
Contiguous with vegetation class mapped in the BDAR	Yes. The northern 30m of the site is contiguous with a patch of PCT 835_poor River Flat Eucalyptus Forest. The rest of the site is contiguous with a patch of PCT 1800_poor Swamp Oak Floodplain Forest.
Equivalent to vegetation class mapped in the BDAR	PCT 835_low (0.01 ha) PCT 1800_low (0.01 ha) PCT 1800_moderate (0.01 ha)
Justification for vegetation class	These areas a minor boundary extensions of the patches of PCT vegetation mapped in the BDAR (Niche, 2022). The condition of the Swamp Oak Floodplain Forest however is better than the patch under and between the existing M7 Motorway and therefore has been assigned to the 1800_moderate condition class.

Photo	

Site ID	**Site 20a**
Location	Western side of Bridge 20 over Cabramatta Creek.
Proposed Construction Activities	Access for bridge construction
Vegetation Clearing Likely?	Yes
Vegetation composition	At the northern end of the site the vegetation is dominated by Forest Red Gum (*Eucalyptus tereticornis*), some of which appear to be remnant from before the M7 Motorway construction, being of an older age class than the M7 Motorway plantings. The understory in this area is dominated by a mix of native and exotic shrubs including Blackthorn (*Bursaria spinosa*), Sticky Hop-bush (*Dodonaea viscosa*), Black wattle (*Acacia decurrens*) and Small-leaved Privet (*Ligustrum sinense**). The ground cover was dominated by weeds including Panic Veldtgrass (*Ehrharta erecta**) and Rhodes Grass (*Chloris gayana**). Along Cabramatta Creek the vegetation is dominated by Swamp Oak (*Casuarina glauca*) with dense shrub and vine weeds including Lantana (*Lantana camara**), Green Cestrum (*Cestrum parqui**) and Primrose Jasmine (*Jasminum mesnyi**).
Contiguous with vegetation class mapped in the BDAR	Yes. The northern 30m of the site is contiguous with a patch of PCT 835_poor River Flat Eucalyptus Forest. The rest of the site is contiguous with a patch of PCT 1800_poor Swamp Oak Floodplain Forest.
Equivalent to vegetation class mapped in the BDAR	PCT 835_low (0.01 ha) PCT 1800_low (0.12 ha)
Justification for vegetation class	These areas a minor boundary extensions of the patches of PCT vegetation mapped in the BDAR (Niche, 2022).

Photo	

Site ID	**Site 20d**
Location	Hoxton Park Road and Willson Road on the southern side of the M7 Motorway.
Proposed Construction Activities	Access for bridge construction
Vegetation Clearing Likely?	Yes
Vegetation composition	PCT 835 low between Yarato Road and southern abutment of M7 bridge over Hoxton Park Road. Planted Spotted gum (*Corymbia maculata*) in the median of Hoxton Park Road.
Contiguous with vegetation class mapped in the BDAR	No
Equivalent to vegetation class mapped in the BDAR	PCT 835_low (0.01 ha) PCT n/a, Planted.
Justification for vegetation class	Equivalent to linear plantings in the M7 Median that are mapped as PCT n/a, Planted or not mapped by the BDAR (Niche, 2022).
Photo	

Site ID	**Site 23**
Location	Wilson Road, Hinchinbrook
Proposed Construction Activities	Minor boundary adjustment for construction of bridge compound site.
Vegetation Clearing Likely?	Yes.
Vegetation composition	Swamp Oak (*Casuarina glauca*) with scattered Forest Red Gum (*Eucalyptus tereticornis*). Exotic dominated understorey dominated by Rhodes Grass (*Chloris gayana**). This vegetation is planted vegetation of the age class of the M7 Motorway (circa 2005).
Contiguous with vegetation class mapped in the BDAR	Yes. PCT 1800_modeate Swamp Oak Floodplain Forest
Equivalent to vegetation class mapped in the BDAR	PCT 1800_low (0.01 ha)
Justification for vegetation class	This is a minor extension to a patch of PCT 1800_modeate Swamp Oak Floodplain Forest mapped in the BDAR (Niche, 2022).
Photo	

Site ID	**Site 41**
Location	M7 Northbound noise-wall behind residential properties in Hemsworth Ave, south of Middleton Drive, in Middleton Grange.
Proposed Construction Activities	Noise wall construction including access for earthworks from shared user path.
Vegetation Clearing Likely?	Yes.
Vegetation composition	The site is dominated by planted Forest Red Gum (*Eucalyptus tereticornis*), Spotted gum (*Corymbia maculata*), Grey box (*Eucalyptus moluccana*) and Swamp Oak (*Casuarina glauca*). Throughout the majority of the site, the shrub stratum is very sparse to absent. The ground cover is dominated by Rhodes Grass (*Chloris gayana**), African Lovegrass (*Eragrostis curvula**), Kikuyu (*Cenchrus clandestinus**) with Two-colour Panic (*Panicum simile*). An area within Site 41 was identified between the shared user path and the top of the M7 Northbound cut batter that was dominated by Forest Red Gum (Eucalyptus tereticornis) and Spotted gum (*Corymbia maculata*) with a native dominated understory and ground cover (some exotics also present). The shrub stratum was dominated by scattered *Dillwynia sieberi*. Some of the trees in this patch are of the same age class as the surrounding planted trees (circa 2005), however there were several that appeared older.
Contiguous with vegetation class mapped in the BDAR	No.
Equivalent to vegetation class mapped in the BDAR	849_low (0.10 ha) 850_moderate (0.35 ha) 1800_low (0.02 ha)
Justification for vegetation class	Planted vegetation with low diversity and an exotic dominated understory / ground cover has generally been recognised as N/A Non-PCT vegetation or not mapped in the BDAR (Niche, 2022). The area with a native dominated ground cover indicates that this is a remnant soil profile and PCT vegetation that has been planted over during the revegetation of the M7.

Photo	

Site ID	**Site 44**
Location	M7 South-bound cut batter south of the pedestrian bridge from the Western Sydney Parklands to Dobroyd Drive, Elizabeth Hills
Proposed Construction Activities	Noise wall construction
Vegetation Clearing Likely?	Yes
Vegetation composition	Scattered Forest Red Gum (*Eucalyptus tereticornis*) and Hickory Hickory (*Acacia implexa*) with an exotic dominated groundcover by Rhodes Grass (*Chloris gayana**).
Contiguous with vegetation class mapped in the BDAR	No.
Equivalent to vegetation class mapped in the BDAR	PCT n/a
Justification for vegetation class	This site is a cut batter from the M7 motorway (circa 2005).
Photo	

Site ID	**Site 45**
Location	M7 Northbound cut batter south of the pedestrian bridge from the Western Sydney Parklands to Dobroyd Drive, Elizabeth Hills
Proposed Construction Activities	Earthworks and pavements for future maintenance bay
Vegetation Clearing Likely?	Yes
Vegetation composition	Shrubby regrowth of Sticky Hop-bush (*Dodonaea viscosa*) with an exotic dominated groundcover by Rhodes Grass (*Chloris gayana**).
Contiguous with vegetation class mapped in the BDAR	No.
Equivalent to vegetation class mapped in the BDAR	PCT n/a
Justification for vegetation class	This site is a cut batter from the M7 motorway (circa 2005).
Photo	

Site ID	**Site 55**
Location	Intersection of Saxony Road and Wallgrove Road
Proposed Construction Activities	Boundary realignment for construction access to Bridge 12 over Saxony Road
Vegetation Clearing Likely?	Minor clearing on road shoulder at Saxony Road
Vegetation composition	Planted Forest Red Gum (*Eucalyptus tereticornis*). Shrub stratum absent. Ground cover dominated by Rhodes Grass (*Chloris gayana**) and African Lovegrass (*Eragrostis curvula**).
Contiguous with vegetation class mapped in the BDAR	Yes. The vegetation along Saxony Road beneath Bridge 12 is mapped as PCT n/a Planted.
Equivalent to vegetation class mapped in the BDAR	PCT n/a, Planted.
Justification for vegetation class	The vegetation composition and condition class is equivalent to the adjoining area mapped in the BDAR.
Photo	

Site ID	Site 75
Location	Reedy Creek.
Proposed Construction Activities	Access for bridge construction at Bridge 8, Reedy Creek.
Vegetation Clearing Likely?	Yes.
Vegetation composition	This area is cleared and dominated by Rhodes Grass (*Chloris gayana**) with the exception of several *Acacia decurrens*.
Contiguous with vegetation class mapped in the BDAR	Yes
Equivalent to vegetation class mapped in the BDAR	835_low (0.05ha)
Justification for vegetation class	Several Acacia shrubs have been assigned to the adjoining PCT 835
Photo	

Site ID	**Site 79**
Location	Tributary of Reedy Creek
Proposed Construction Activities	Access for bridge construction at Bridge 7, Tributary of Reedy Creek.
Vegetation Clearing Likely?	Yes
Vegetation composition	Swamp Oak (*Casuarina glauca*) scattered Forest Red Gum (*Eucalyptus tereticornis*). The ground cover consists of a mix of native and exotic species.
Contiguous with vegetation class mapped in the BDAR	Yes. This is an extension of the PCT 1800_moderate Swamp Oak Floodplain Forest associated with the Tributary of Reedy Creek as mapped in the BDAR (Niche, 2022).
Equivalent to vegetation class mapped in the BDAR	PCT 1800_moderate (0.01ha)
Justification for vegetation class	The vegetation composition and condition class is equivalent to the adjoining area mapped in the BDAR.

Photo	

Site ID	**Site 80**
Location	
Proposed Construction Activities	Access for bridge construction at Bridge 7, Tributary of Reedy Creek.
Vegetation Clearing Likely?	Yes
Vegetation composition	Scattered Grey box (*Eucalyptus moluccana*) with a mown grass understory of Rhodes Grass *(Chloris gayana**).
Contiguous with vegetation class mapped in the BDAR	Yes. This is minor an extension of an ancillary area identified in the BDAR that was mapped as PCT 849_low, Cumberland Plain Woodland in the Sydney Basin Bioregion.
Equivalent to vegetation class mapped in the BDAR	PCT 849_low (0.04ha)
Justification for vegetation class	The vegetation composition and condition class is equivalent to the adjoining area mapped in the BDAR.
Photo	

Site ID	**Site 112**
Location	Noise wall on the M7 Northbound carriageway behind Yatay Place to Flora Street, Plumpton.
Proposed Construction Activities	Access for noise-wall construction.
Vegetation Clearing Likely?	Yes.
Vegetation composition	Grey box (Eucalyptus moluccana). Shrub stratum absent. Ground cover absent.
Contiguous with vegetation class mapped in the BDAR	No.
Equivalent to vegetation class mapped in the BDAR	PCT n/a, Planted.
Justification for vegetation class	Planted vegetation with low diversity and an exotic dominated understory / ground cover mapped as N/A Non-PCT vegetation or not mapped in the BDAR (Niche, 2022).
Photo	

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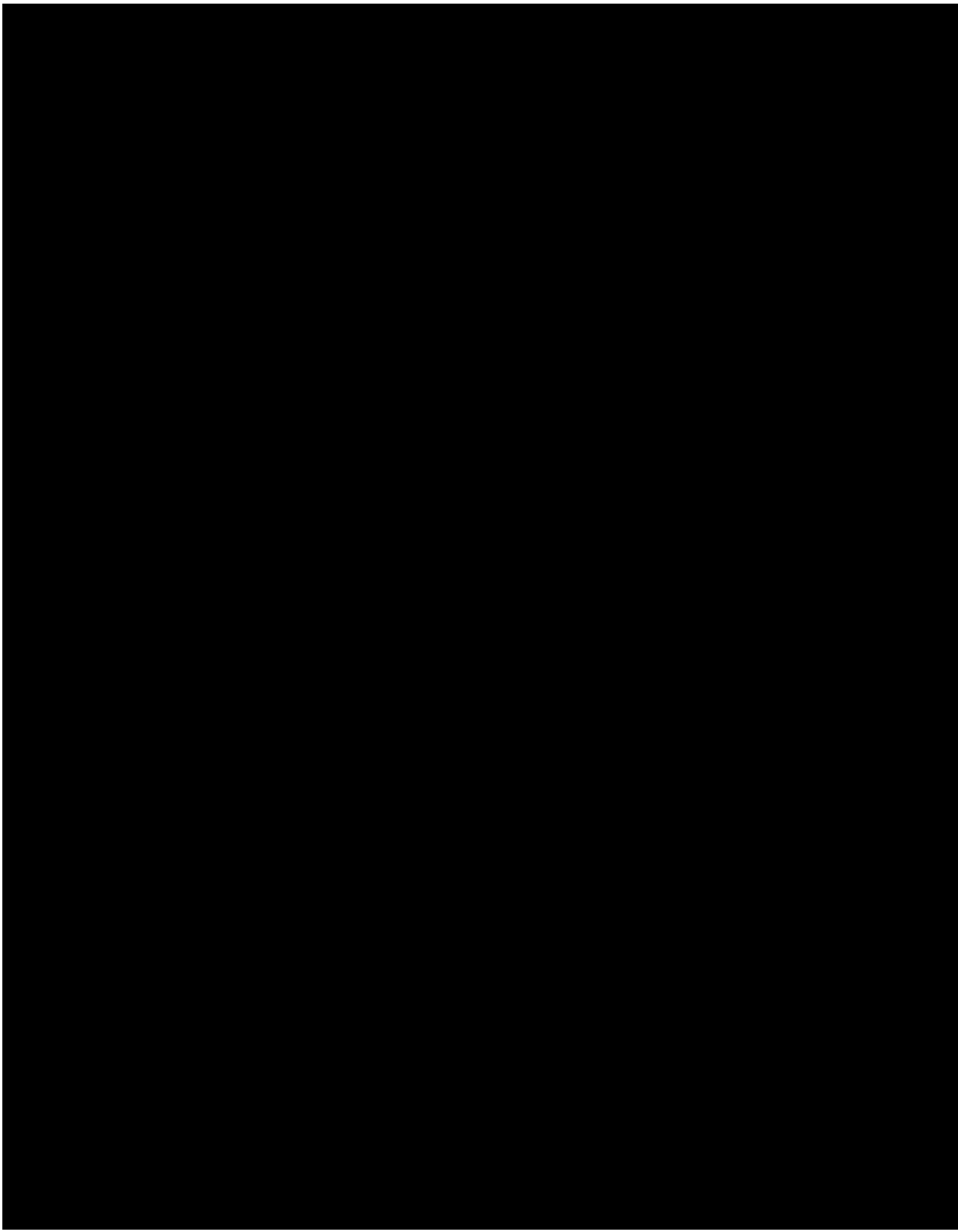
Appendix C

Aboriginal heritage searches



Appendix D

Noise and vibration memo

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PO Box Q410
QVB Post Office NSW 1230
Australia
www.aecom.com

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ABN 20 093 846 925

6 February 2024

Commercial-in-Confidence

Verity Turner, Environment and Planning Director, Transurban

M7 Widening Consistency Assessment Noise and Vibration Memo, Tranche 2

1.0 Introduction

Transport for NSW (Transport) completed an environmental assessment for the construction and operation of the Western Sydney Orbital in 2002. In 2023, the project was modified (Modification 6) 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 approved project).

Since approval of Modification 6, the need for changes to the approved construction footprint have been identified. These changes are required to provide sufficient land to facilitate site access for construction activities, laydown areas, traffic control measures and extended areas where earthworks and/or milling and resheeting are required to tie in the approved project to the existing M7 Motorway (proposed change). Transport is proposing to amend the construction footprint of the approved project.

The proposed change includes amendments to the approved project construction footprint at 18 discrete sites identified as part of detailed construction planning following the approval of the approved project. The proposed change would not introduce any new design elements or new construction activities and would be located on land owned by Blacktown City Council and Transport.

This memo provides an assessment of noise and vibration impacts that may occur due to the proposed change.

2.0 Assessment methodology

Section 7.2 of the Modification 6 Report describes the methodology used to assess noise and vibration impacts for the approved project. The noise and vibration assessment methodology for the consistency assessment aligns with what was previously described in the Modification 6 Report.

To consider the likely impact of the proposed change on nearby receivers the following assessment was undertaken for each site:

- Identify the impact on construction noise levels at the most affected receiver of the proposed change
- A qualitative assessment was undertaken. Generally a decrease in distance between the works and receivers of around 40 per cent (e.g. noise source approaching closer to the receiver) would lead to a greater than 3 dB increase in noise levels. If the likely change was found to be less than 3 dB, i.e. generally imperceptible to the average listener, then no further assessment was undertaken
- If the likely change was just perceptible (3-4 dB), clearly noticeable (5-9 dB) or twice as loud (≥10 dB) then a quantitative assessment was undertaken and the environmental assessment documents (EAD) noise modelling results were updated by applying relevant distance corrections. The updated construction noise results tables were then included in this report.

3.0 Existing environment

The existing environment as described in Section 7.2 of the Modification 6 Report applies to this memo, as the noise and vibration conditions have not substantially changed since the assessment was performed. The existing environment is dominated by the ambient noise produced by the operation of the Westlink M7, which experiences average daily traffic of around 191,000 vehicles per day (Transport for NSW, 2022a).

4.0 Construction noise and vibration criteria

Construction noise and vibration criteria were presented in the EAD and section 3.2, 3.3 and 3.4 of the Noise and Vibration Technical Report for the Modification 6 report. These criteria remain unchanged and are documented in the M7-M12 Construction Noise and Vibration Management Plan (CNVMP).

5.0 Assessment of potential impacts

The proposed change described in *Westlink M7 Widening Division 5.2 Approval, Consistency assessment report, Proposed changes to the approved construction footprint - tranche 2, February 2024* (consistency assessment report) has been reviewed with reference to the construction activities assessed in the EAD. Section 5.1 provides details of works where noise levels are similar to those detailed in the EAD. Section 5.2 provides details of works where noise levels are likely to be slightly higher (greater than 3dB) than those detailed in the EAD.

5.1 Qualitative assessment

Table 5-1 provides a summary of works where the proposed change is consistent with the construction activities assessed in the EAD and identifies if additional mitigation measures are required. Proposed change sites have been grouped based on activity types, geographical location and potential impact.

The construction activities at these sites are consistent with those assessed in the EAD, with no substantial change to the type of equipment used. Construction noise levels may increase slightly at some nearby sensitive receivers as the construction works have moved closer to residential receivers in some locations however it is considered that the mitigation measures outlined in the EAD would be sufficient to manage the noise impacts associated with these activities. No additional mitigation measures are required. Noise impacts are considered consistent with the EAD and do not require further consideration.

Table 5-1: Consistency assessment of proposed change on construction noise impacts

Category	Sub-category	Site ID	Consistency with work assessed in Technical Report	Mitigation measures
Boundary realignment for construction access	Bridge construction	23	• This work is consistent with bridge works previously assessed in the EAD • There are no substantial changes to the type of work or equipment • The work areas extend around 20 metres closer to residential receivers, construction noise levels may increase slightly, but would be imperceptible.	Mitigation measures outlined in the EAD would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
		18, 19, 20a, 75, 79, 80	• This work is consistent with bridge works previously assessed in the EAD • There are no substantial changes to the type of work or equipment • The work areas extend around 20 metres closer to commercial/industrial receivers, construction noise levels may increase slightly, but would be imperceptible.	Mitigation measures outlined in the EAD would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
	Bridge construction and laydown	11a	• This work is consistent with bridge works previously assessed in the EAD • There are no substantial changes to the type of work or equipment • The work areas extend by up to 30 metres closer to commercial/industrial receivers however these receivers are noise affected by other construction scenarios associated with he approved project and as such these receivers would not be affected by this construction scenario.	Mitigation measures outlined in the EAD would manage potential noise impacts associated with this activity. No additional mitigation measures are required.

Category	Sub-category	Site ID	Consistency with work assessed in Technical Report	Mitigation measures
	Noise wall construction	11a	• This work is consistent with works previously assessed in the EAD • There are no substantial changes to the type of work or equipment • A new noise barrier construction work area is proposed near to commercial/industrial receivers however these receivers are noise affected by other construction scenarios associated with he approved project and as such these receivers would not be affected by this construction scenario.	Mitigation measures outlined in the EAD would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
		112	• This work is consistent with bridge works previously assessed in the EAD • There are no substantial changes to the type of work or equipment • As the previous noise wall construction scenario was assessed beyond the boundary of the EAD construction footprint, the work areas for the proposed change extend by a marginal distance (around two metres) towards residential receivers, which would not affect noise levels significantly.	Mitigation measures outlined in the EAD would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
	Earthworks for lane widening	45	• This work is consistent with works previously assessed in the EAD • There are no substantial changes to the type of work or equipment • The work areas extend around 50 metres closer to residential receivers (located around 750 metres away), which would not affect construction noise levels significantly.	Mitigation measures outlined in the EAD would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
Boundary realignment for roadworks	Milling and re-sheeting	11a	• This work is consistent with pavement works previously assessed in the EAD • There are no substantial changes to the type of work or equipment • The work areas extend by a marginal distance (less than five metres) closer to commercial/industrial receivers which would not affect noise levels significantly.	Mitigation measures outlined in the EAD would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
	Traffic control	11a	• This work is consistent with bridge works previously assessed in the EAD • There are no substantial changes to the type of work or equipment • The work areas extend by a marginal distance (less than five metres) closer to commercial/industrial receivers which would not affect noise levels significantly.	Mitigation measures outlined in the EAD would manage potential noise impacts associated with this activity. No additional mitigation measures are required.

Noise mitigation measures outlined in the EAD include measures such as:

- The preparation of a Construction Noise and Vibration Management Plan (CNVMP)
- Community consultation and complaints handling
- Induction and training of staff and sub-contractors in regard to noise and vibration
- Construction scheduling
- Respite measures
- At-receiver architectural noise treatment
- Selection of lower impact construction traffic routes
- Selection of lower impact and/or smaller plant and equipment

For the complete details of mitigation measures please refer to Table 7-26 in Section 7.2 of the Modification 6 Report

5.2 Quantitative assessment

In addition to the sites referenced in Table 5-1, where noise increases due to the proposed change are similar to those identified in the EAD, construction activities at some proposed change sites were deemed to require quantitative assessment as the change in noise levels is anticipated to be perceptible (grater than 3 dB) at nearby sensitive receivers.

Proposed change sites with construction activities requiring quantitative assessment are shown in Table 5-2 and assessed in Table 5-3. Appendix A of the Modification 6 Report Appendix E (Noise and vibration technical report) presents the NCA boundaries referred to in Table 4-7.

Table 5-2: Sites where the construction noise levels from the proposed change require further consideration

Category	Sub-category	Site ID
Boundary realignment for construction	Bridge construction	20d, 35, 55
	Noise wall construction	1b, 41, 44
	Earthworks	41
Boundary realignment for roadworks	Milling and re-sheeting	1b, 32

Table 5-3 presents a comparison of the number of receivers where noise levels exceed the NMLs for both the approved project and the proposed change. Table 5-4 presents the likely increase in numbers of receivers highly affected due to the proposed change.

Table 5-3: Comparison of residential buildings which may exceed NML for the EAD and proposed change

Scenario	Number of residential buildings where noise levels may exceed NML across the study area							
	Standard construction hours			Outside of standard construction hours (night)				Highly affected > 75 dB(A)
	1-10 dB	11-20 dB	> 20 dB	1-5 dB	6-15 dB	16-25 dB	> 25 dB	
NCA01								
Pavement works (EAD)	0	0	0	11	13	0	0	0
Pavement works (proposed change)	1	0	0	15	23	0	0	0
Noise walls (EAD)	0	0	0	0	0	0	0	0
Noise walls (proposed change)	3	0	0	14	26	0	0	0
NCA05								
Pavement works (EAD)	4	0	0	29	37	1	0	0
Pavement works (proposed change)	44	3	0	26	56	31	0	0
Noise walls (EAD)	0	0	0	0	0	0	0	0
Noise walls (proposed change)	49	4	0	30	51	37	1	0
NCA06								
Pavement works (EAD)	5	0	0	7	7	0	0	0
Pavement works (proposed change)	5	9	0	8	20	12	0	0
Noise walls (EAD)	0	0	0	0	0	0	0	0
Noise walls (proposed change)	12	10	0	7	23	12	0	0
NCA07								
Bridge Works (EAD)	42	2	0	8	41	22	0	0
Bridge Works (proposed change)	36	0	8	8	41	14	8	8

Scenario	Number of residential buildings where noise levels may exceed NML across the study area							
	Standard construction hours			Outside of standard construction hours (night)				Highly affected > 75 dB(A)
	1-10 dB	11-20 dB	> 20 dB	1-5 dB	6-15 dB	16-25 dB	> 25 dB	
Pavement Works (EAD)	28	0	0	16	48	4	0	0
Pavement works (proposed change)	12	46	14	0	2	39	31	22
NCA08								
Bridge Works (EAD)	119	2	0	29	279	57	0	0
Bridge Works (proposed change)	234	57	27	74	329	166	59	34
Pavement Works (EAD)	25	0	0	141	165	10	0	0
Pavement works (proposed change)	175	46	19	106	330	118	48	25
NCA10								
Earthworks (EAD)	18	29	0	1	1	16	34	27
Earthworks (proposed change)	8	5	37	0	1	8	43	41
Noise walls (EAD)	20	14	0	0	10	18	23	10
Noise walls (proposed change)	7	6	33	1	3	7	41	39
NCA11								
Earthworks (EAD)	127	62	3	23	117	93	30	2
Earthworks (proposed change)	159	32	17	26	151	87	26	16
Noise walls (EAD)	62	14	0	71	105	41	1	0
Noise walls (proposed change)	97	19	8	40	161	46	18	7
NCA13								
Noise walls (EAD)	14	4	0	5	28	5	17	17

Scenario	Number of residential buildings where noise levels may exceed NML across the study area							
	Standard construction hours			Outside of standard construction hours (night)				Highly affected > 75 dB(A)
	1-10 dB	11-20 dB	> 20 dB	1-5 dB	6-15 dB	16-25 dB	> 25 dB	
Noise walls (proposed change)	15	15	0	0	19	15	21	21
NCA14								
Noise walls (EAD)	52	4	0	78	113	17	0	0
Noise walls (proposed change)	103	14	0	136	196	49	2	0
NCA18								
Bridge works (EAD)	30	5	0	16	38	5	0	0
Bridge works (proposed change)	35	25	0	2	35	25	0	3
NCA20								
Bridge works (EAD)	0	0	0	2	5	7	0	0
Bridge works (proposed change)	6	1	0	0	2	6	8	8

The quantitative assessment results presented in Table 5-3, indicate that there would be increases in the number of affected receivers within some NCAs for updated bridge works, noise wall construction, and pavement works.

However, it should be noted that the overall noise impact for these scenarios is still generally lower than other construction scenarios assessed in the EAD. For example, bulk earthworks and/or utilities works for the approved project would result in a greater amount of highly affected receivers than these proposed change scenarios. Therefore, as a result of the proposed change most affected receivers would not experience higher noise levels than reported in the EAD but may experience them for longer.

The exceptions to this are the earthworks scenario at site 41 which would lead to an overall increase in noise affected and highly noise affected receivers within NCAs 10 and 11, the noise wall scenario at site 44, and bridge works scenario at site 55 which would lead to a small overall increase in noise affected and highly noise affected receivers within NCAs 13 and 18 respectively.

A summary of the number of noise sensitive receivers that are newly considered highly noise affected because of the proposed change are provided in Table 5-4 for each NCA.

Table 5-4: Increases in highly affected receivers for the worst-case construction scenario due to proposed change

NCA	Highly affected receiver – due to approved project (worst case scenario)	Highly affected receiver – due to proposed change (worst case scenario)	Additional highly affected receivers due to proposed change (worst case scenario)
NCA01	4 (utility works)	-	-
NCA05	22 (utility works)	-	-
NCA06	96 (utility works)	-	-
NCA07	44 (utility works)	22 (pavement works)	-
NCA08	45 (utility works)	34 (bridge works)	-
NCA10	35 (utility works)	41 (earthworks)	6
NCA11	2 (earthworks)	16 (earthworks)	14
NCA13	17 (noise walls)	21 (noise walls)	4
NCA14	3 (earthworks)	-	-
NCA18	1 (utility works)	3 (bridge works)	2
NCA20	10 (earthworks)	8 (bridge works)	-

In all cases the same noise controls as outlined in the EAD would be used to mitigate impacts of the proposed change to sensitive receivers. Appropriate additional mitigation measures, as outlined in the CNVMP, would be applied to the newly identified highly affected receivers.

In summary, the increase in the number of highly affected receivers for a particular construction scenario is negligible if there is already a higher impact scenario for that particular receiver. Therefore, the identification of any new highly affected receivers due to the proposed change should be prioritised. i.e any receiver for any scenario that was not previously considered highly affected, that is now considered highly affected.

The increase in the number of highly affected receivers for a particular construction scenario is limited if there is already another construction scenario with a higher noise impact for any given sensitive receiver. Therefore, the identification of any new highly affected receivers due to the proposed change should be prioritised for additional mitigation i.e any receiver for any scenario that was not previously considered highly affected, that is now considered highly affected.

In all cases the same noise controls as outlined in the EAD would be used to mitigate impacts of the proposed change to sensitive receivers. Appropriate additional mitigation measures, as outlined in the CNVMP, would be applied to the newly identified highly affected receivers. Taking into account implementation of the EAD mitigation measures, impacts of the proposed change are considered consistent with what is assessed in the EAD.

Vibration

In order to comply with the cosmetic/structural damage and human discomfort criteria presented in section 3.3 of Appendix E of the Modification 6 Report (Noise and vibration

technical report), intensive works should generally not be undertaken within the minimum working distances presented in Table 5-5.

Table 5-5: Safe working distance for vibration intensive plant

Plant item	Rating/description	Safe working distance		
		Cosmetic damage (British Std 7385) – Light framed structures	Cosmetic damage (DIN 4150) Heritage and other sensitive structures	Human response (EPA's vibration guideline)
Vibratory Roller	< 50 kN (Typically 1-2 t)	5 m	14 m	15 m to 20 m
	< 100 kN (Typically 2-4 t)	6 m	16 m	20 m
	< 200 kN (Typically 4-6 t)	12 m	33	40 m
	< 300 kN (Typically 7-13 t)	15 m	41	100 m
	> 300 kN (Typically 13-18 t)	20 m	54 m	100 m
	> 300 kN (> 18 t)	25 m	68 m	100 m
Small Hydraulic Hammer	(300 kg - 5 to 12 t excavator)	2 m	5 m	7 m
Medium Hydraulic Hammer	(900 kg – 12 to 18 t excavator)	7 m	19 m	23 m
Large Hydraulic Hammer	(1600 kg – 18 to 34 t excavator)	22 m	60 m	73 m
Vibratory Pile Driver	Sheet piles	20 m	50 m	100 m
Pile Boring	≤ 800 mm	2 m (nominal)	4 m	4 m
Jackhammer	Hand held	1 m (nominal)	2 m	2 m

The proposed change would result in construction work being closer to some residential receivers in some locations. As noted in the EAD equipment size would be selected by the construction contractor and would take into account the minimum working distances and the distance between the area of construction and the nearest receiver.

Vibration generated by activities such as the use of vibratory rollers may enter buildings via the ground. This may cause the floors, walls and ceilings to vibrate and to radiate noise. This noise is commonly referred to as ground-borne noise. Ground-borne noise is typically low frequency and if audible, is perceived as a 'rumble'. In general, ground-borne noise level values are relevant only where they are higher than the airborne noise. Ground-borne noise from construction would typically be masked by airborne noise associated with surface construction activities and/or traffic.

If vibration intensive works in the proposed change sites are required within the above referenced minimum working distances, vibration monitoring should be undertaken to

determine site specific minimum working distances and to ensure that appropriate thresholds are not exceeded in accordance with the CNVMP for the M7-M12 integration project. Other recommendations as outlined in Section 6.2.6 of the Technical Report for Modification 6 remain relevant.

6.0 Environmental management measures

Management measures for noise and vibration identified in the EAD are considered appropriate for the proposed change.

7.0 Conclusion

It has been determined that the proposed change will lead to a marginal increase in the number of highly noise affected receivers within four of the NCAs of the study area due to amended pavement works, bridge works, earthworks, and noise wall construction. Although some receivers are considered newly highly affected due to the proposed change, the same noise controls as outlined in the EAD would be used to mitigate impacts of the proposed change to these sensitive receivers. Appropriate mitigation measures, as outlined in the CNVMP, would be applied to the newly identified highly affected receivers and therefore impacts to these receivers are not expected to be significant. The marginal increase in highly affected receivers, which would not be significantly impacted by noise and vibration, was deemed consistent with the EAD.

Yours faithfully

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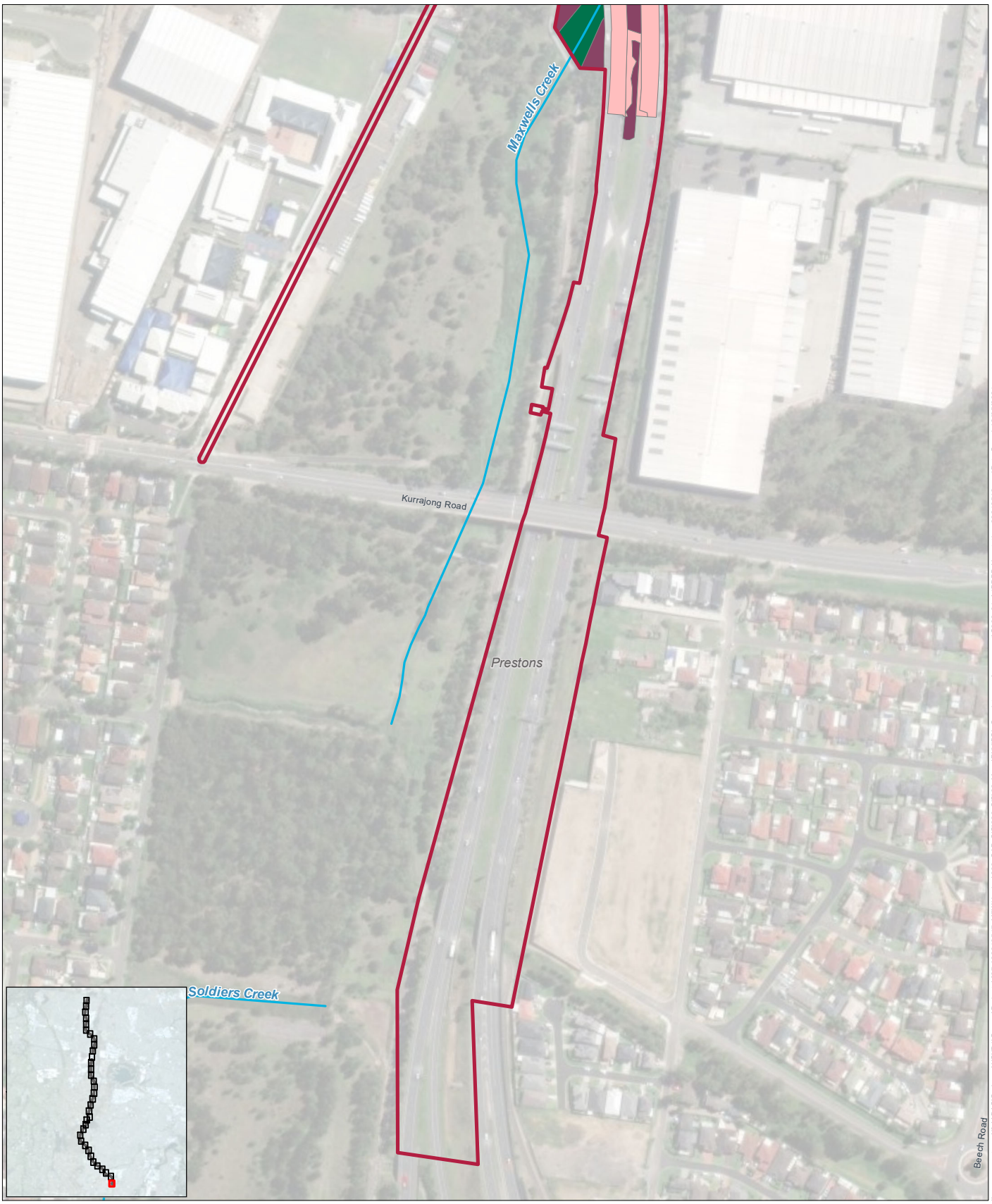
cc: Oliver Edgson, Principal Environmental Planner, AECOM
Sam Hudson, Environmental Scientist AECOMOliver Edgson, Principal Environmental Planner, AECOM
Sam Hudson, Environmental Scientist AECOM

Appendix E

Updated PCT mapping across the proposed consolidated construction footprint



M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-1

Legend

- Consolidated construction footprint
- Watercourse

Ecology

PCT and condition

- PCT 1737 (high)
- PCT 1800 (moderate)
- PCT 1800 (poor)

N

0 50 100 m

AECOM

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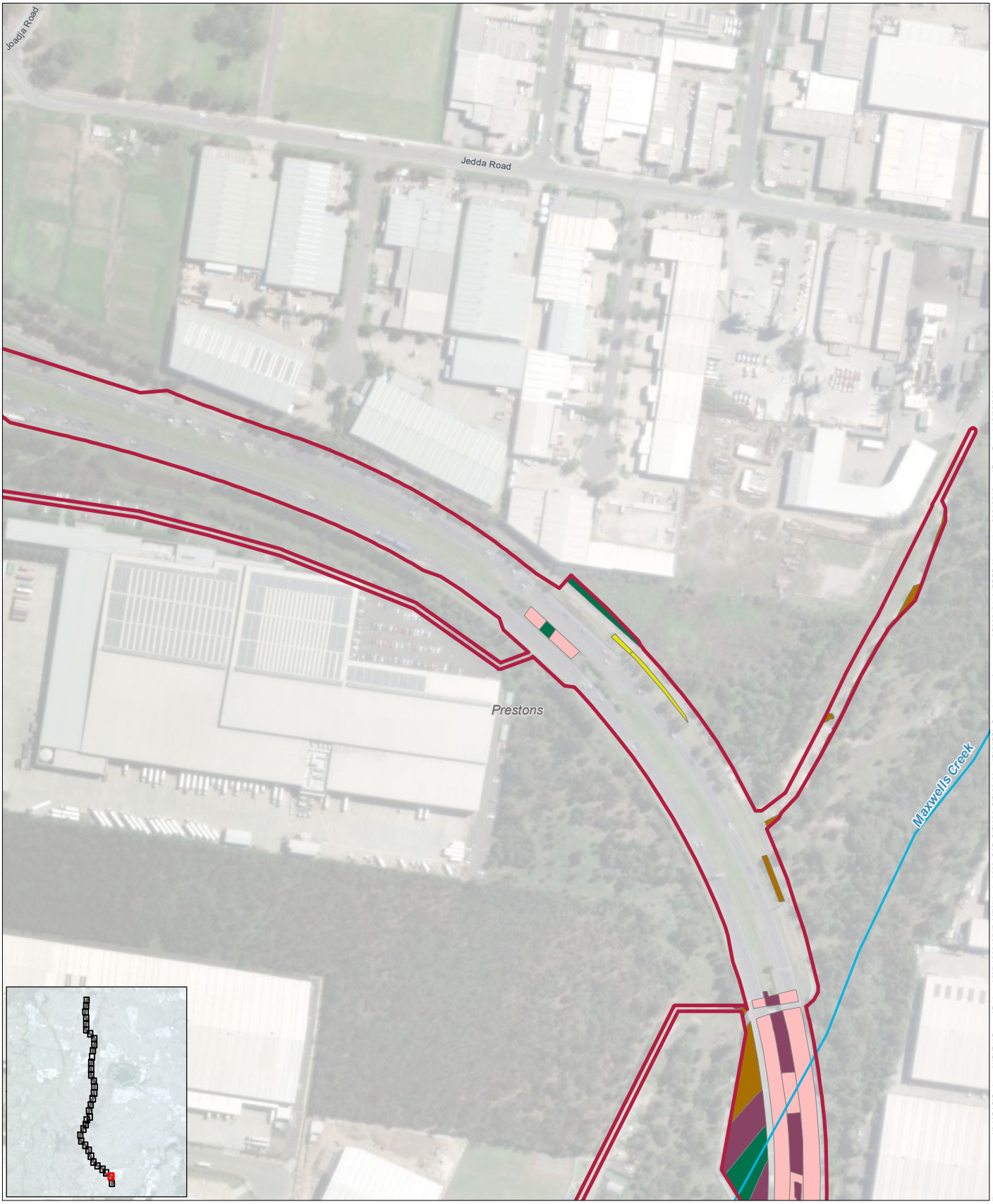


M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-2

Legend

- Consolidated construction footprint
- Watercourse

Ecology

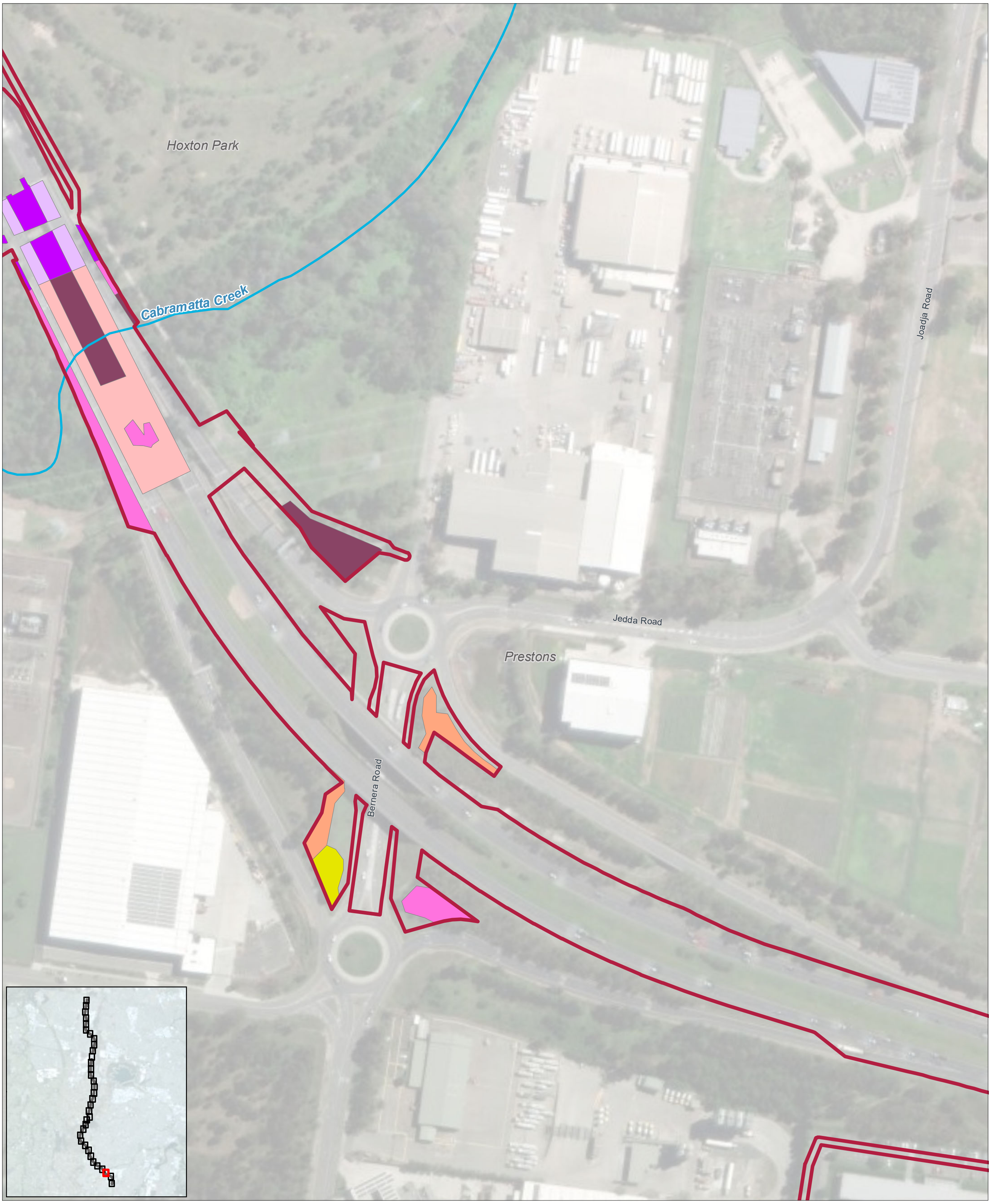
PCT and condition

- PCT 724 (moderate)
- PCT 725 (moderate)
- PCT 1737 (high)
- PCT 1800 (moderate)
- PCT 1800 (poor)

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-3

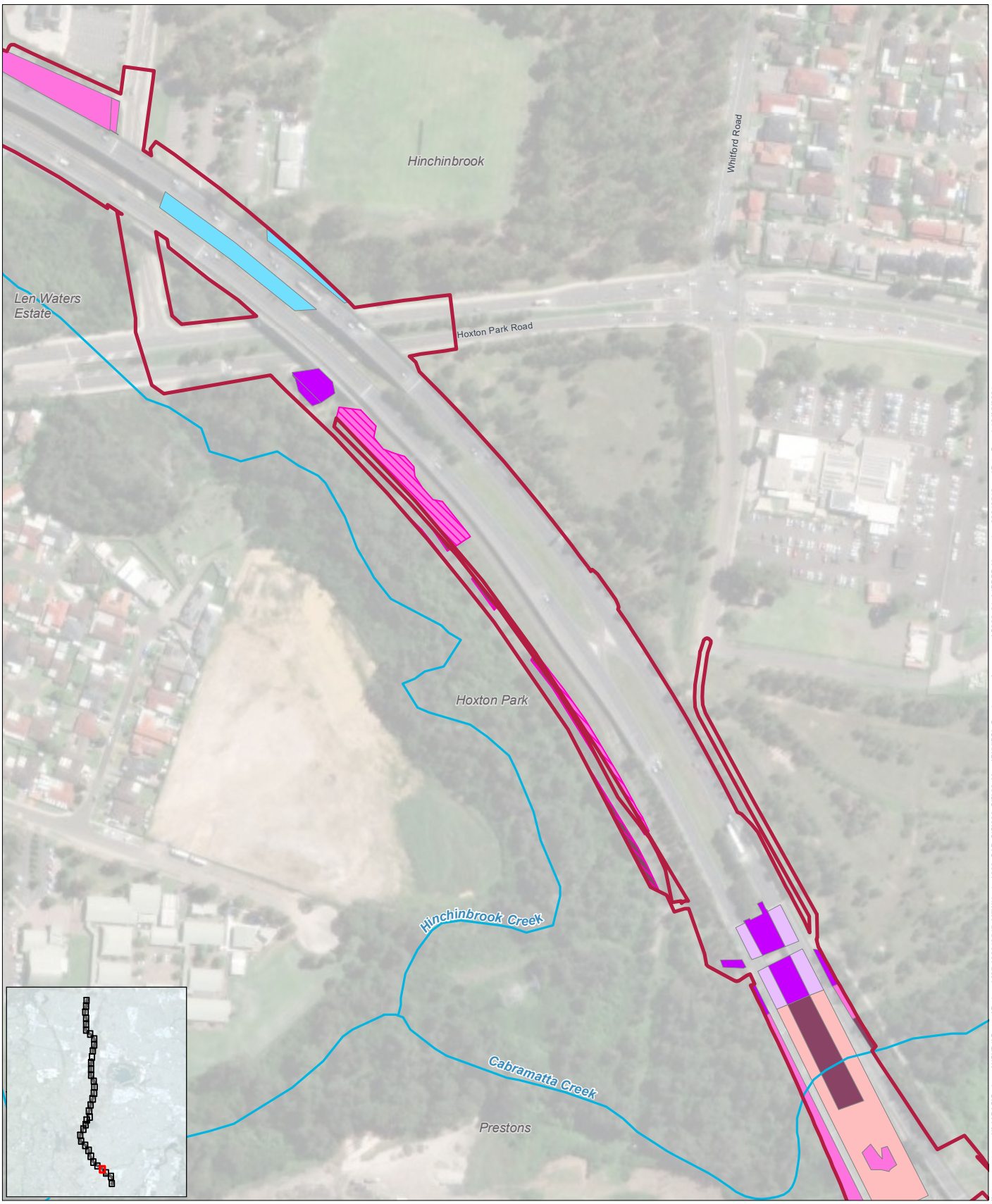
Legend

- Consolidated construction footprint
- Watercourse

Ecology

PCT and condition

- PCT 725 (moderate)
- PCT 835 (low)
- PCT 835 (poor)
- PCT 849 (low)
- PCT 1800 (moderate)
- PCT 1800 (low)
- PCT 1800 (poor)



M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-4

Legend

- Consolidated construction footprint
- Watercourse

Ecology

- Exclusion zone

PCT and condition

- PCT 835 (low)
- PCT 835 (poor)
- PCT 850 (low)
- PCT 1800 (moderate)
- PCT 1800 (low)
- PCT 1800 (poor)

N

0 50 100 m

AECOM

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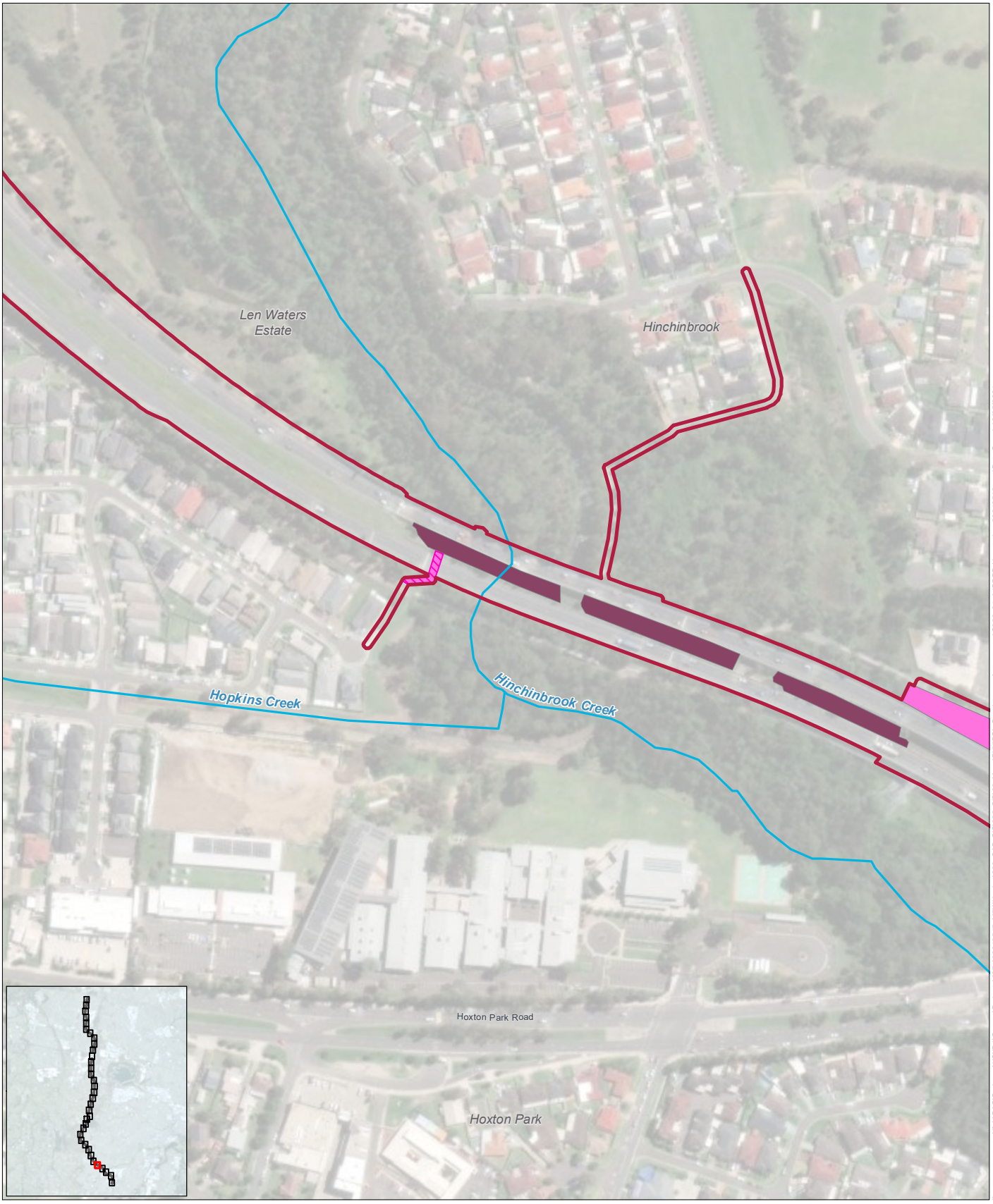


M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-5

Legend

- Consolidated construction footprint
- Watercourse

Ecology

- Exclusion zone

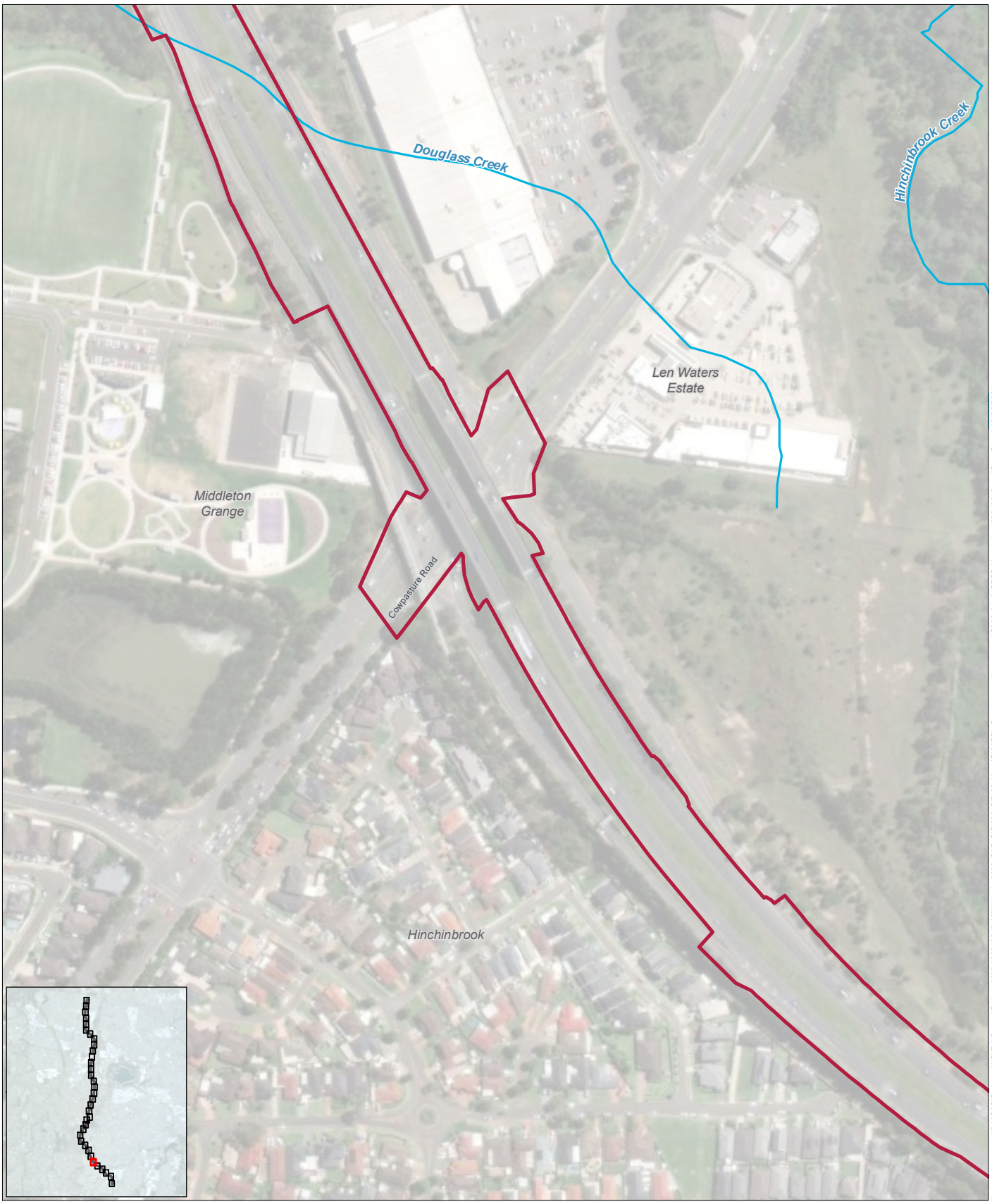
PCT and condition

- PCT 1800 (moderate)
- PCT 1800 (low)

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-6

Legend

Consolidated construction footprint

Watercourse

Ecology

N

0 50 100 m

AECOM

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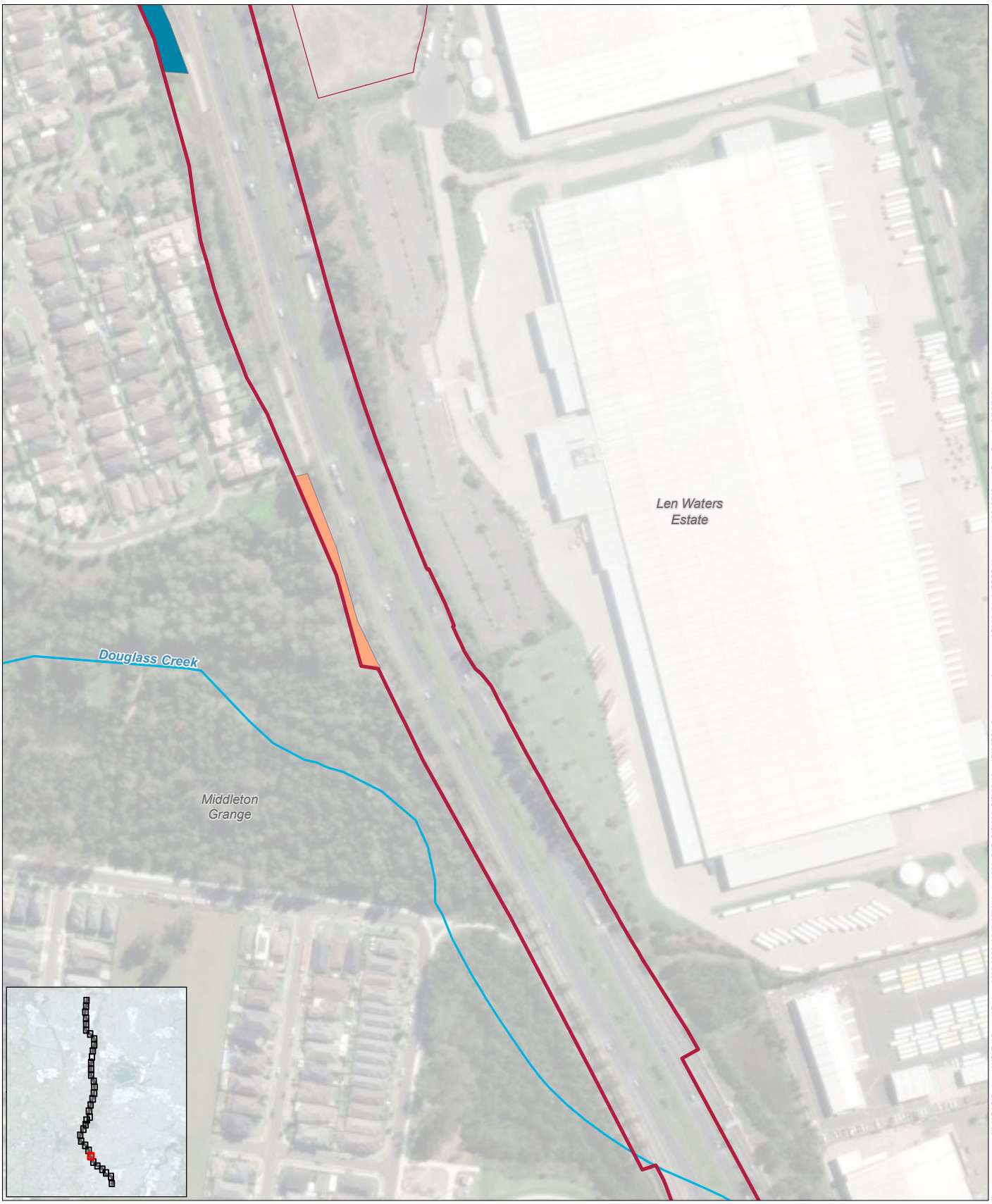


M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-7

Legend

- Consolidated construction footprint
- Watercourse

Ecology

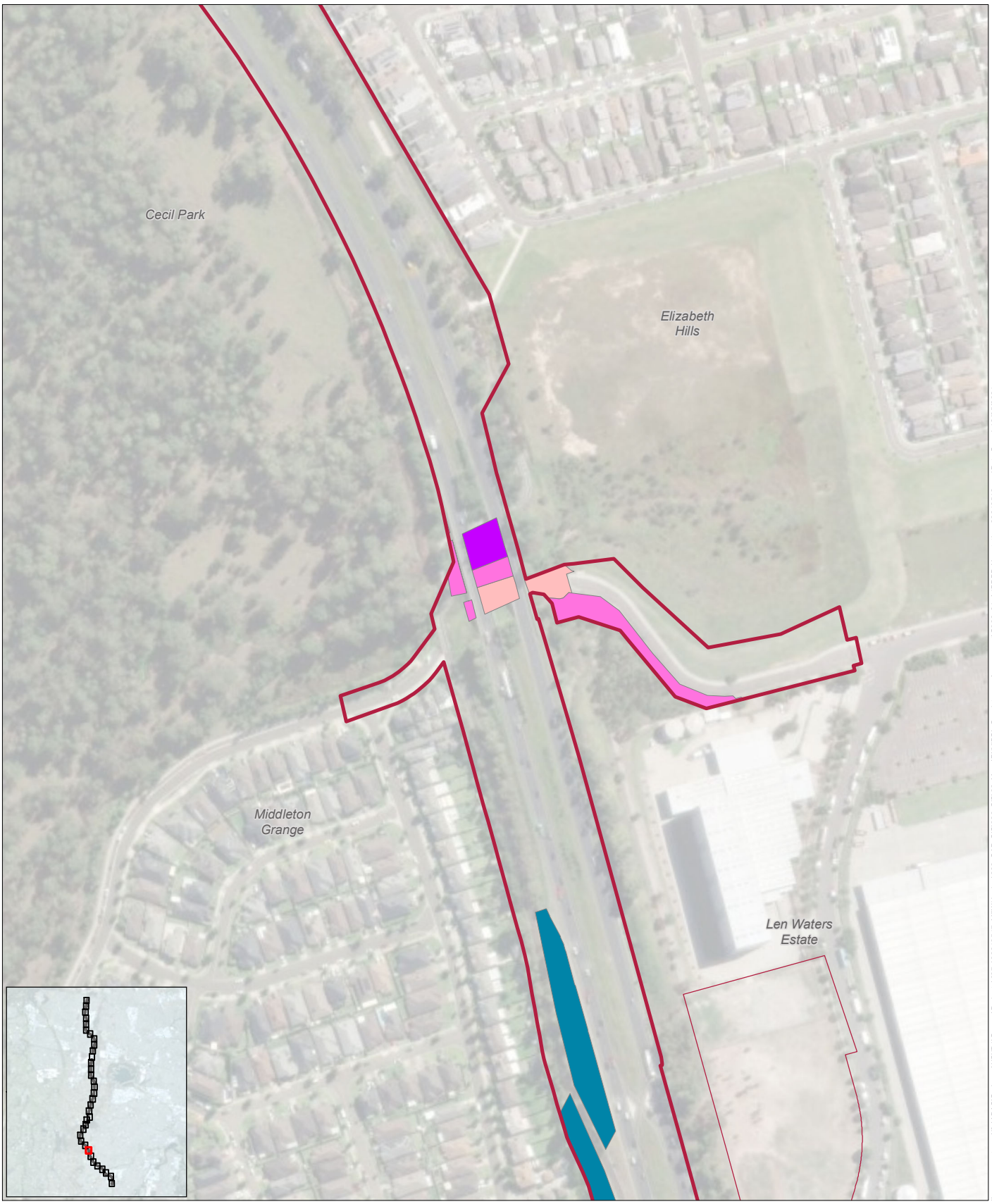
PCT and condition

- PCT 849 (low)
- PCT 850 (moderate)

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-8

Legend

Consolidated construction footprint

Ecology

PCT and condition

- PCT 835 (low)
- PCT 850 (moderate)
- PCT 1800 (low)
- PCT 1800 (poor)

N

0 50 100 m

AECOM

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M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-9

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

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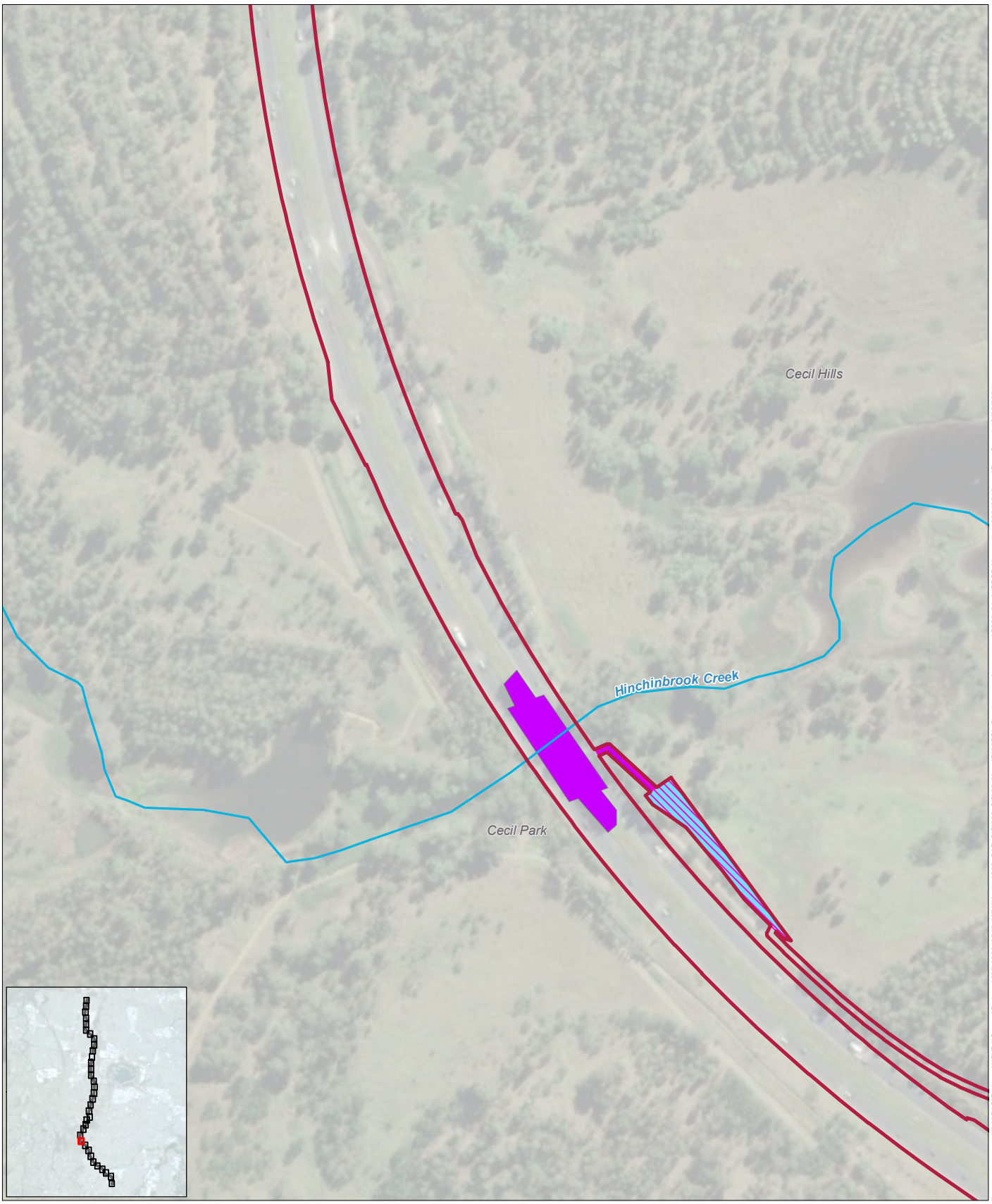


M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-10

Legend

- Consolidated construction footprint
- Watercourse

Ecology

- Exclusion zone

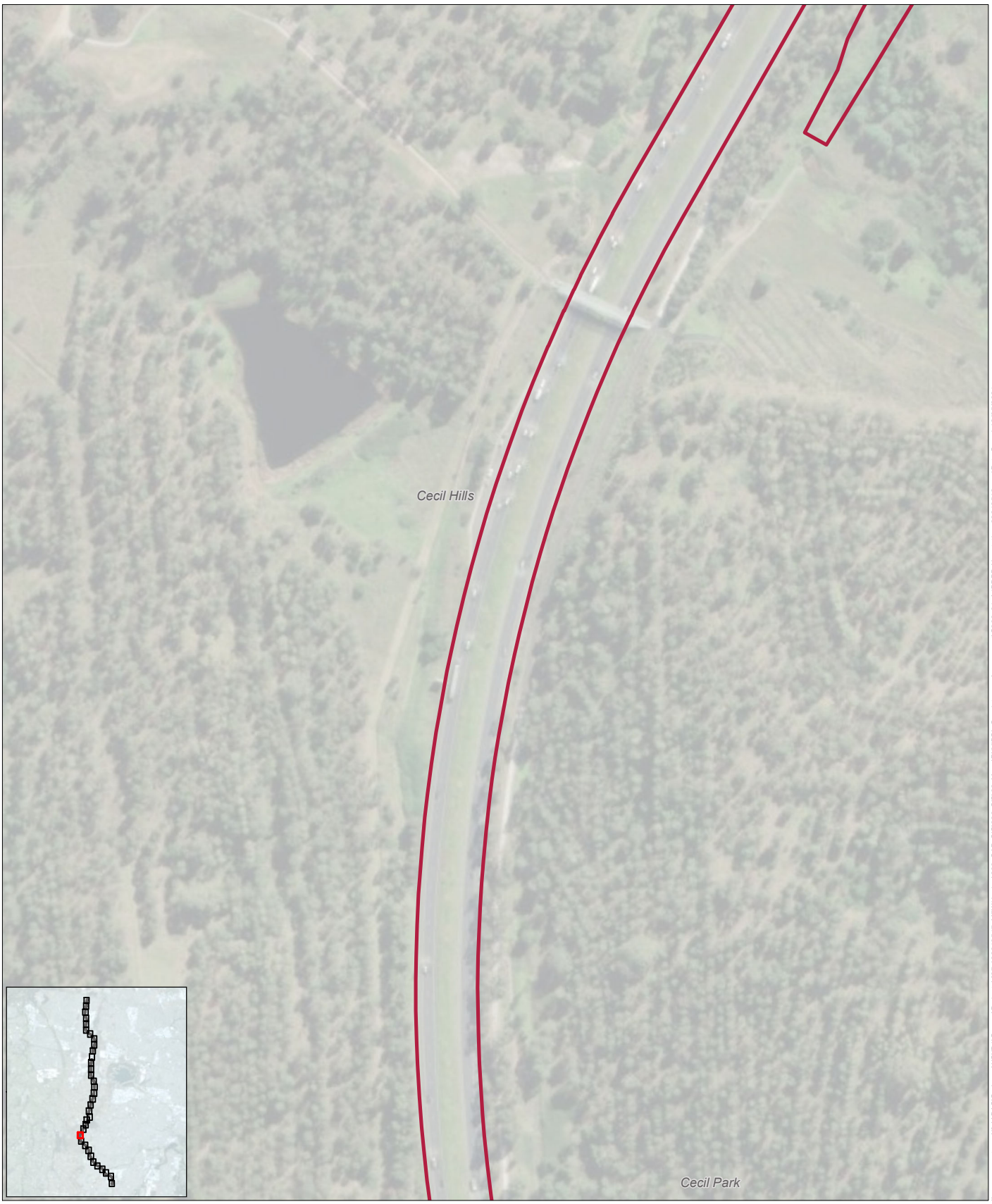
PCT and condition

- PCT 835 (low)
- PCT 850 (low)

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-11

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

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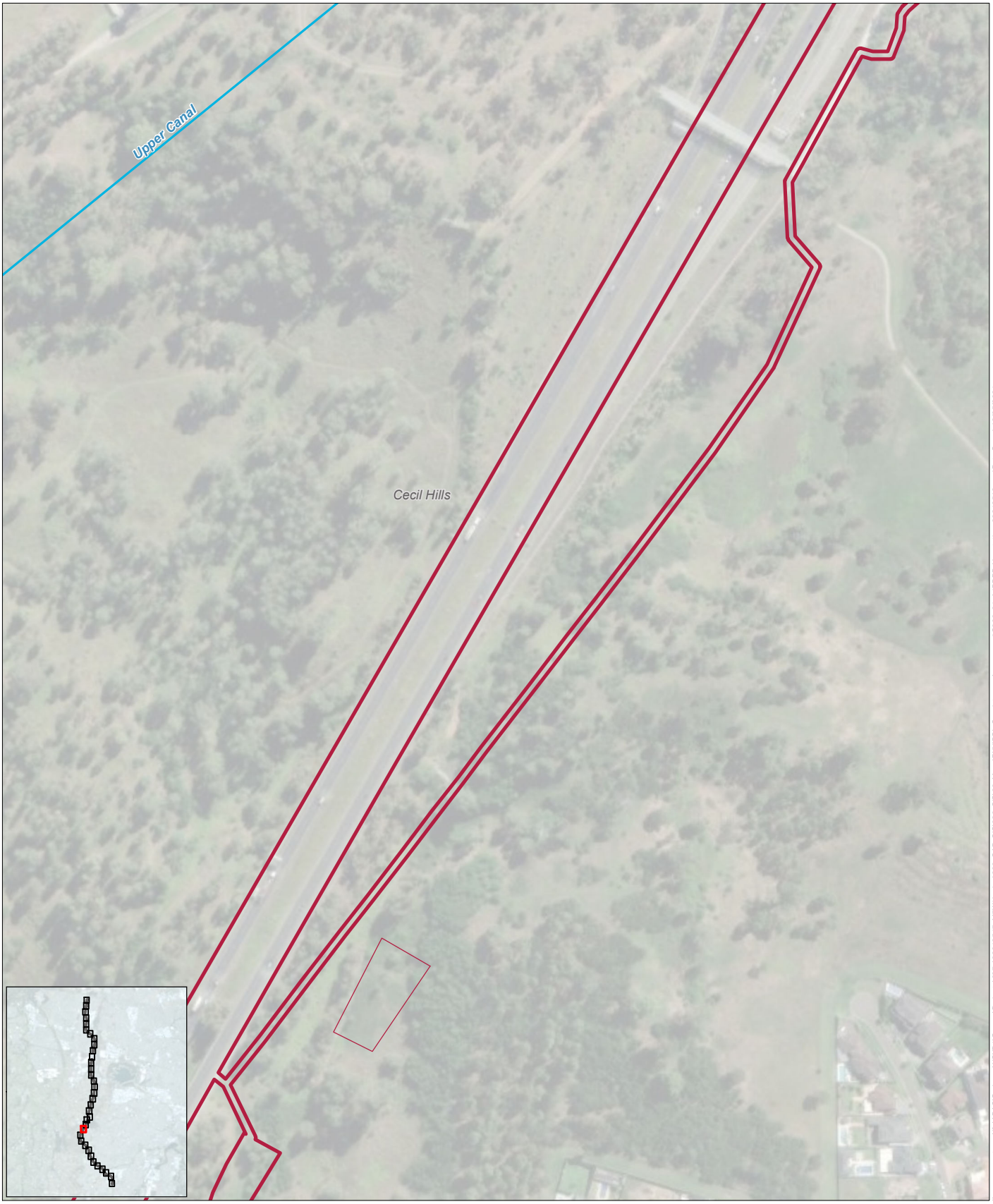

M7 CONSISTENCY ASSESSMENT
VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-12

Legend

Consolidated construction footprint

Watercourse

Ecology

N

0 50 100 m

AECOM

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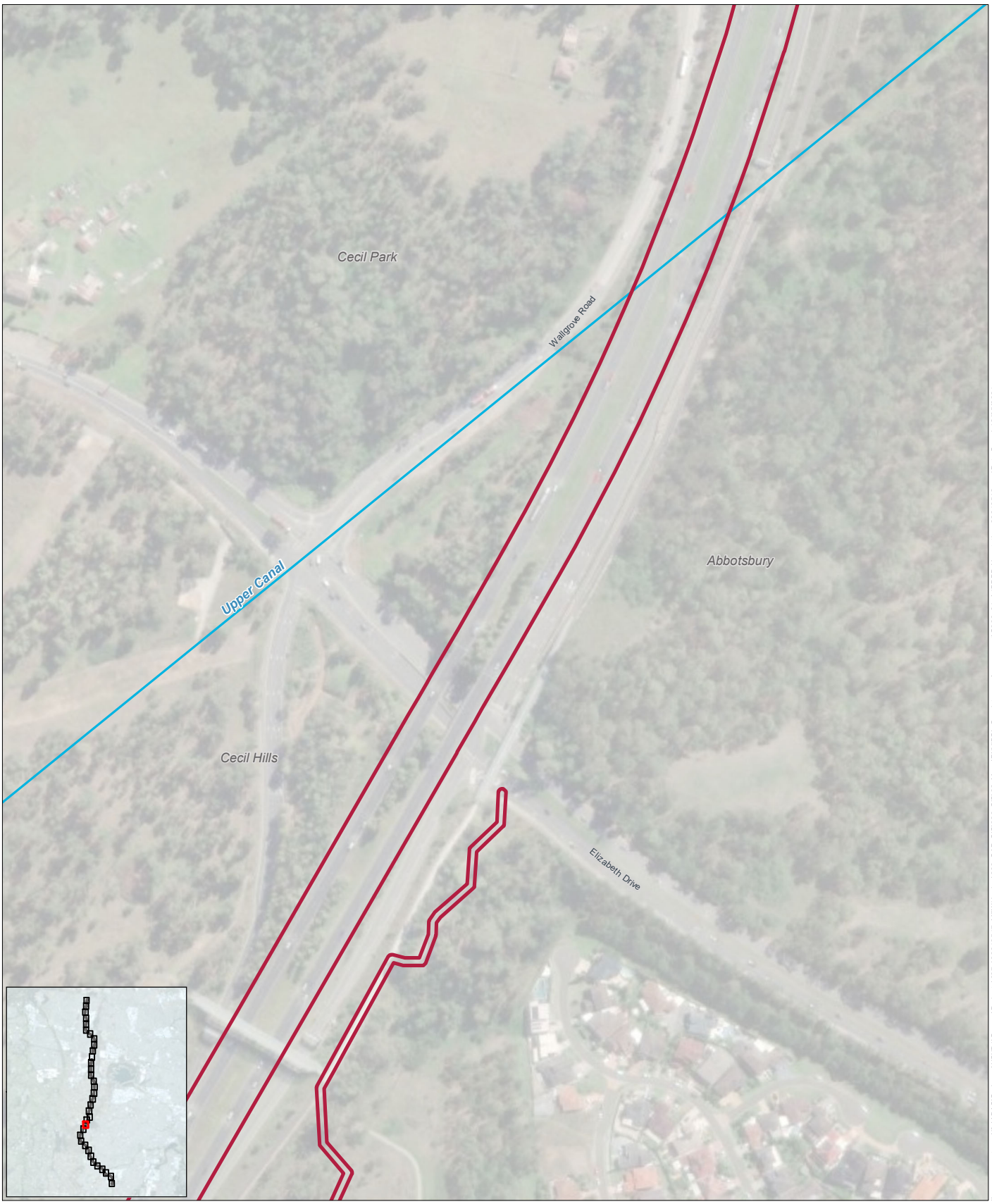

M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-13

Legend

Consolidated construction footprint

Watercourse

Ecology

N

0 50 100 m

AECOM

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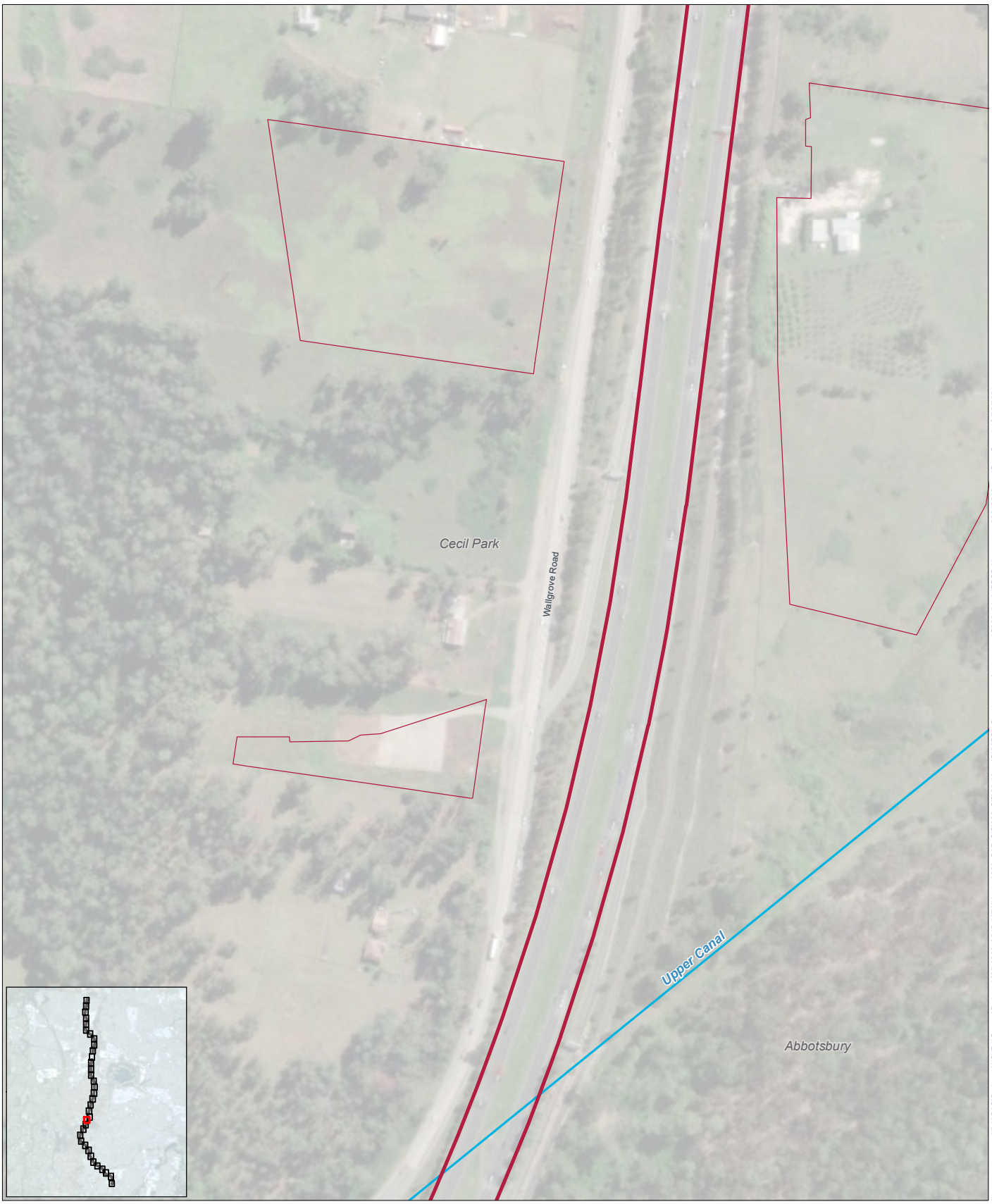


M7 CONSISTENCY ASSESSMENT
VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-14

Legend

Consolidated construction footprint

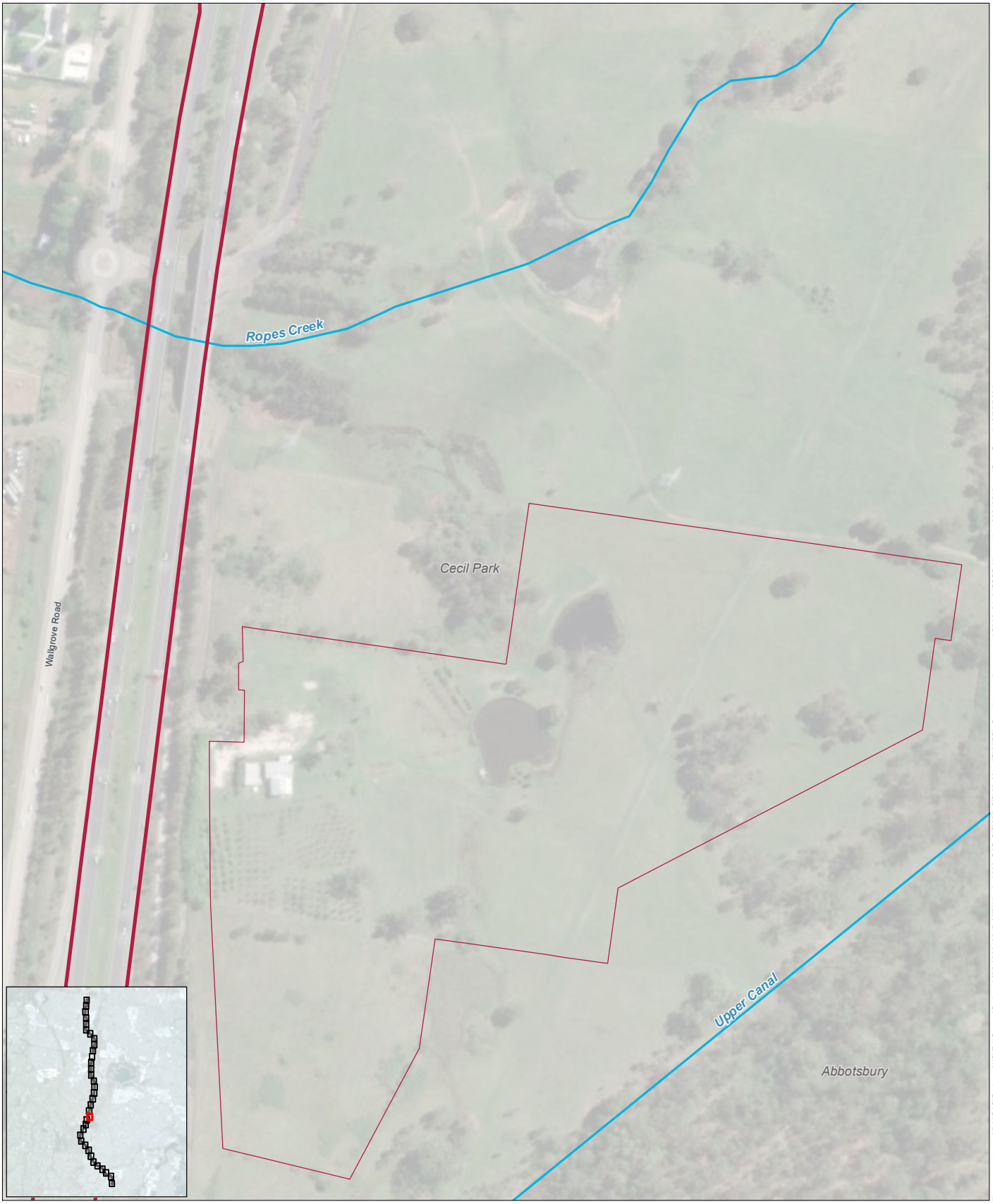
Watercourse

Ecology

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-15

Legend

Consolidated construction footprint

Watercourse

Ecology

N

0 50 100 m

AECOM

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M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-16

Legend

Consolidated construction footprint

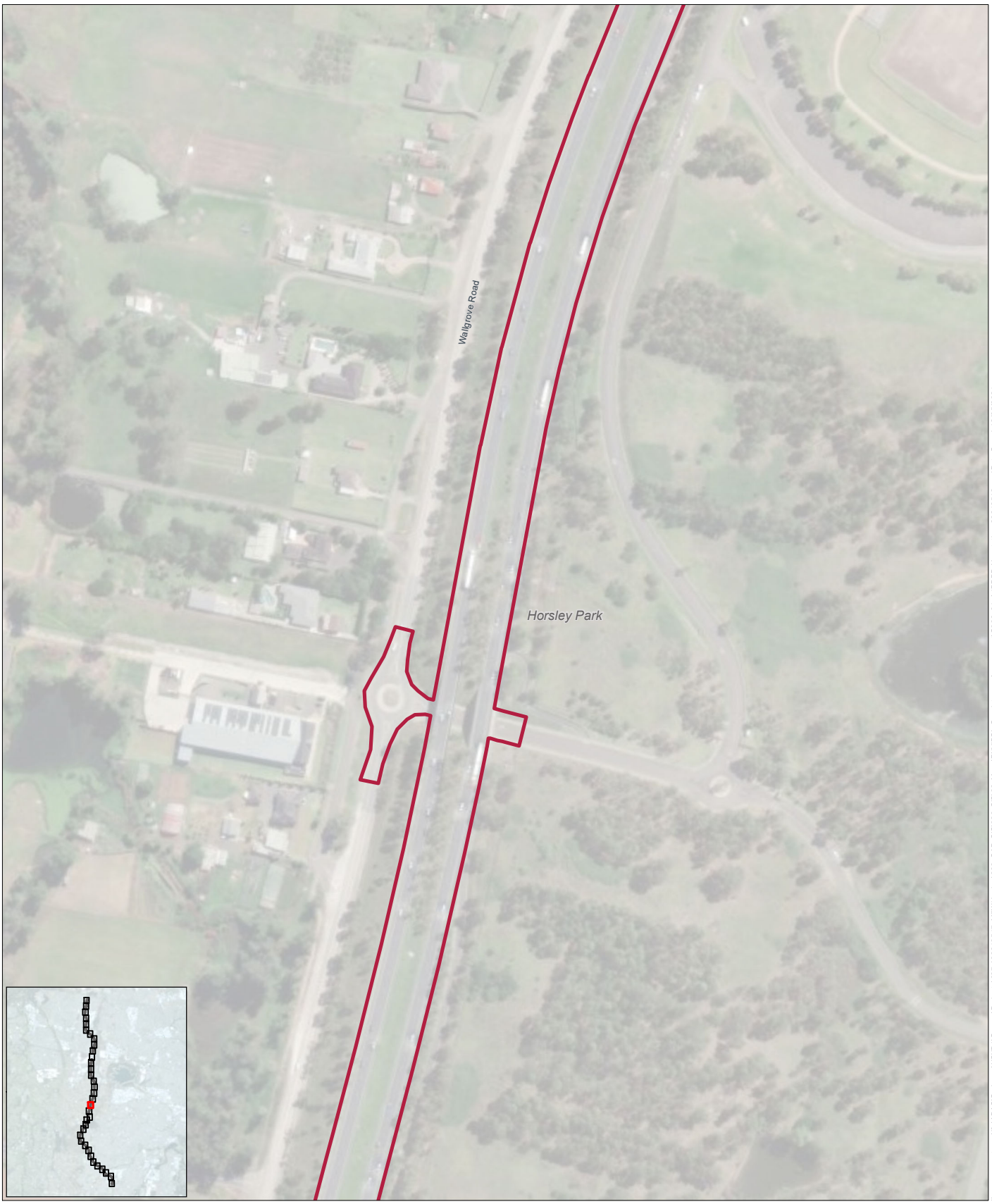
Watercourse

Ecology

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-17

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

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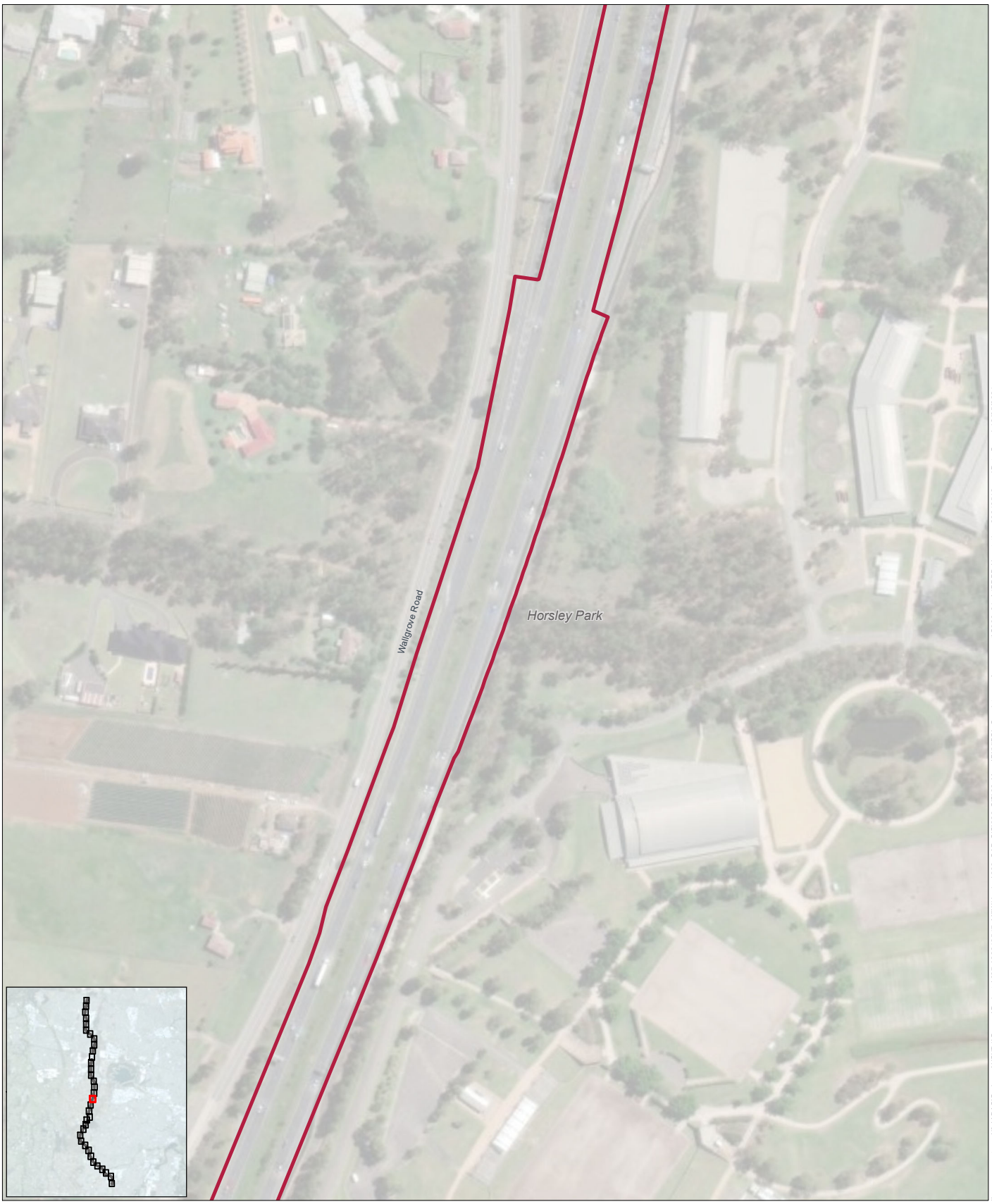

M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-18

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

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M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-19

Legend

- Consolidated construction footprint
- Watercourse

Ecology

PCT and condition

- PCT 835 (low)

N

0 50 100 m

AECOM

M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-20

Legend

Consolidated construction footprint

Ecology

PCT and condition

PCT 835 (low)

N

0 50 100 m

AECOM

M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-21

Legend

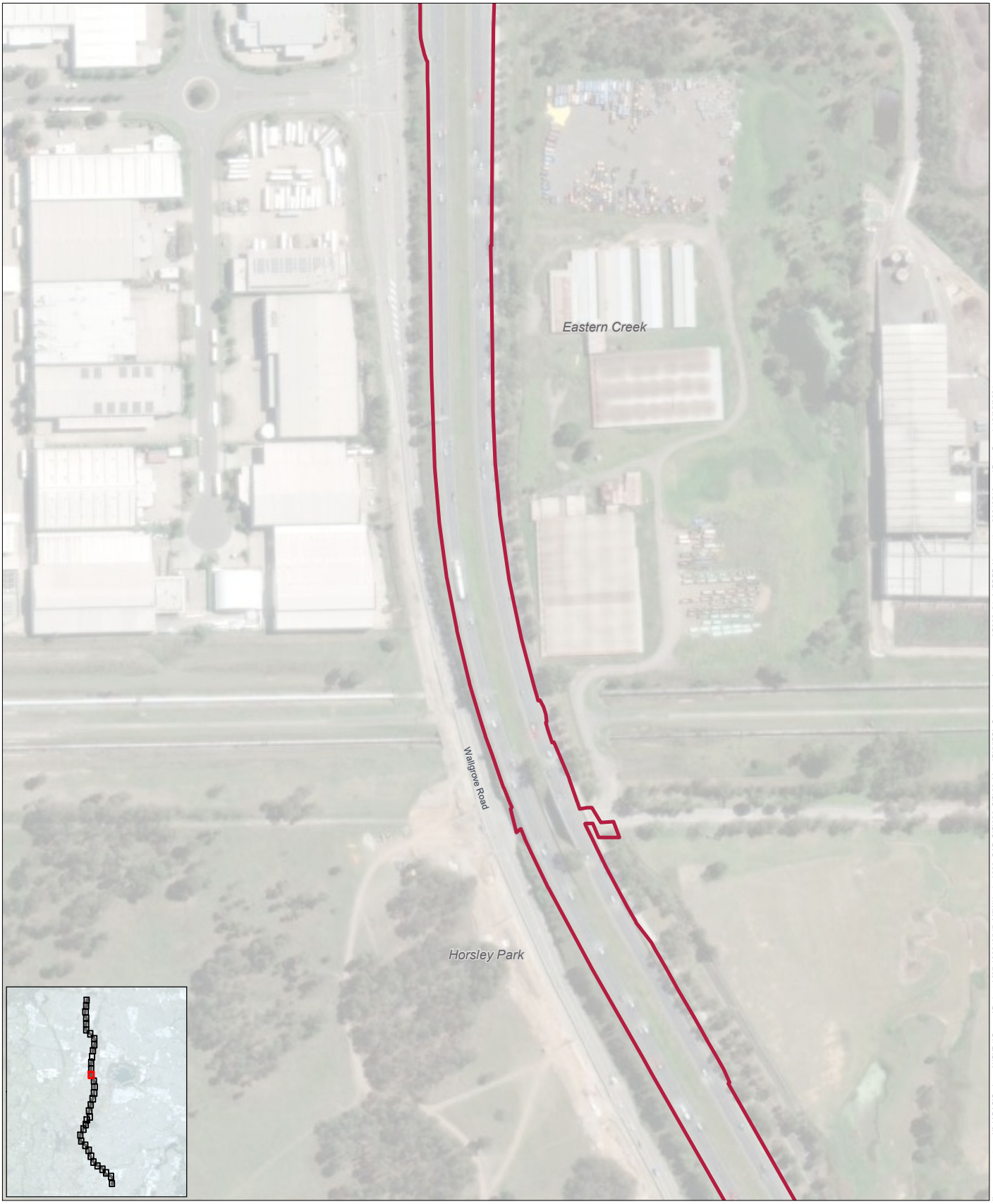
Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT
VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-22

Legend

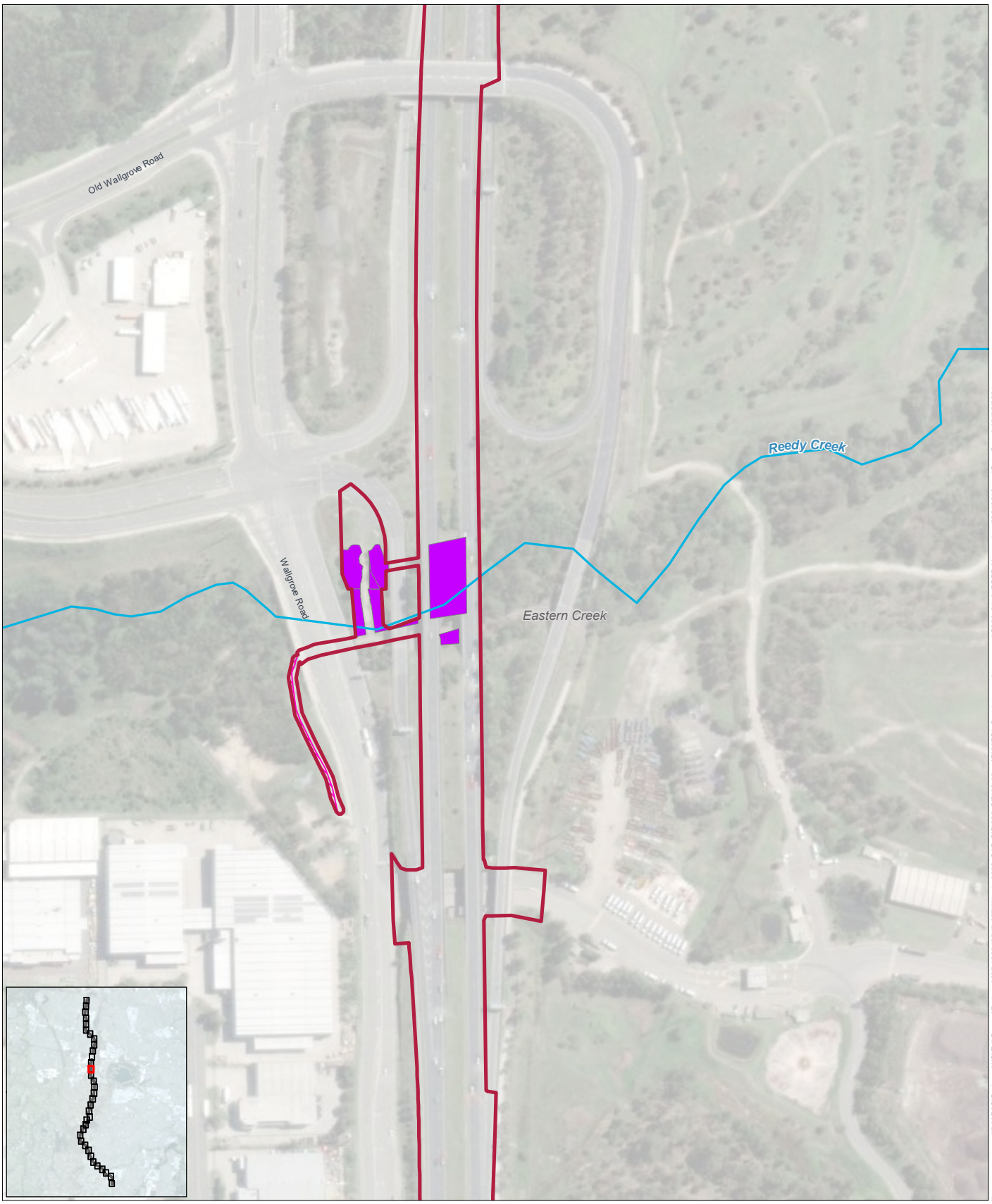
Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-23

Legend

- Consolidated construction footprint
- Watercourse

Ecology

- Exclusion zone

PCT and condition

- PCT 835 (low)

N

0 50 100 m

AECOM

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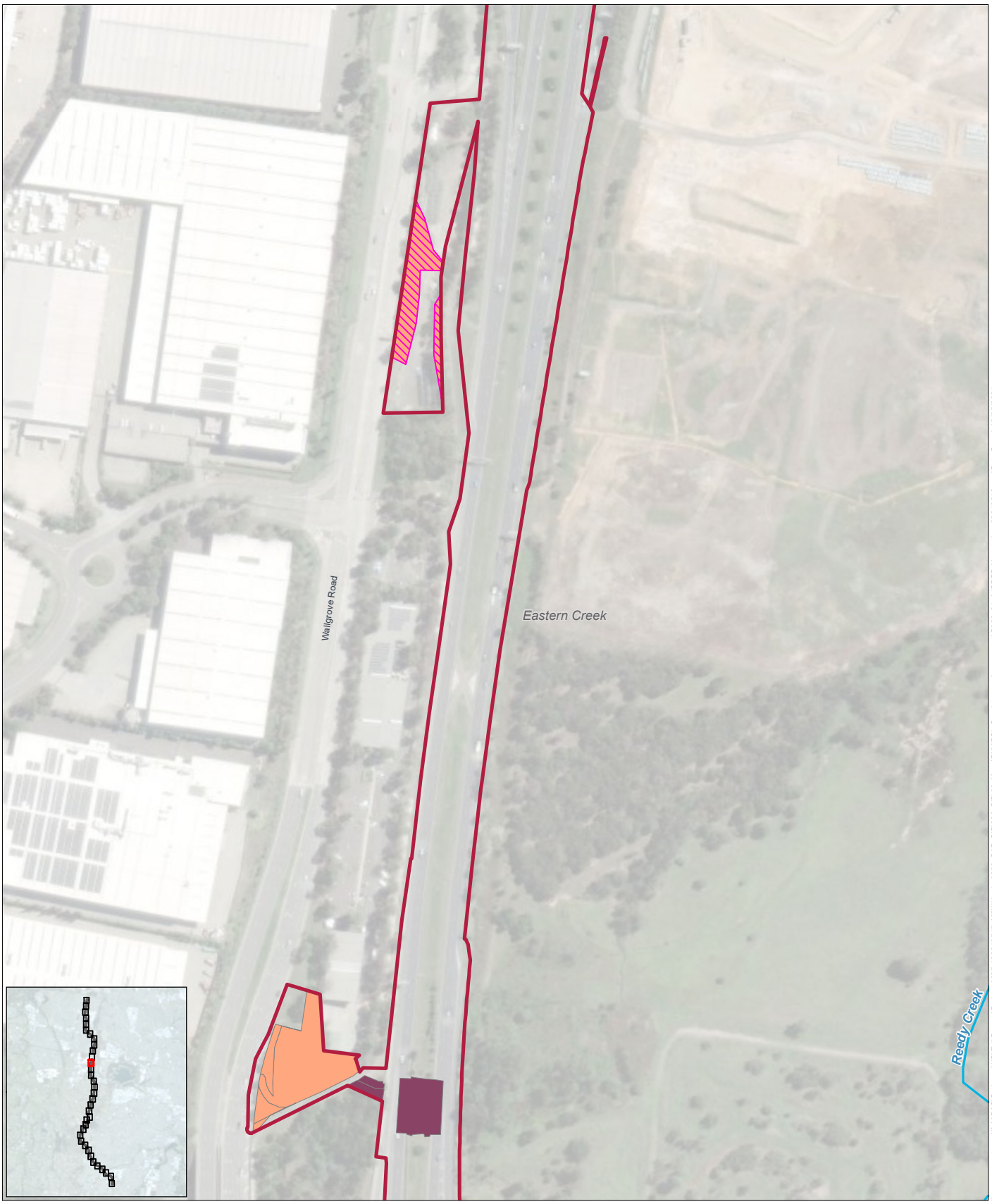

M7 CONSISTENCY ASSESSMENT
VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-24

Legend

- Consolidated construction footprint
- Watercourse

Ecology

- Exclusion zone

PCT and condition

- PCT 849 (low)
- PCT 1800 (moderate)

N

0 50 100 m

AECOM

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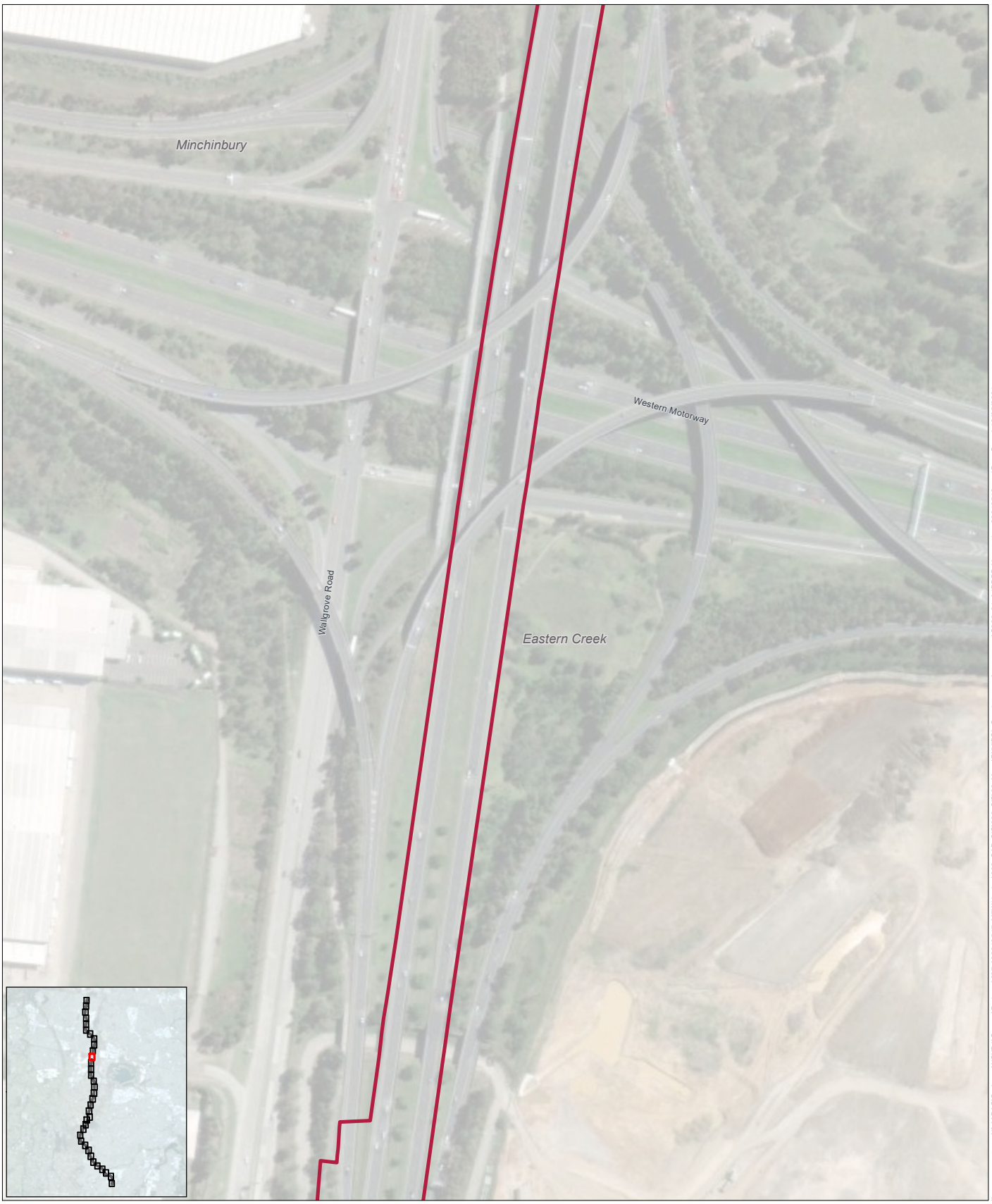

M7 CONSISTENCY ASSESSMENT
VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-25

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

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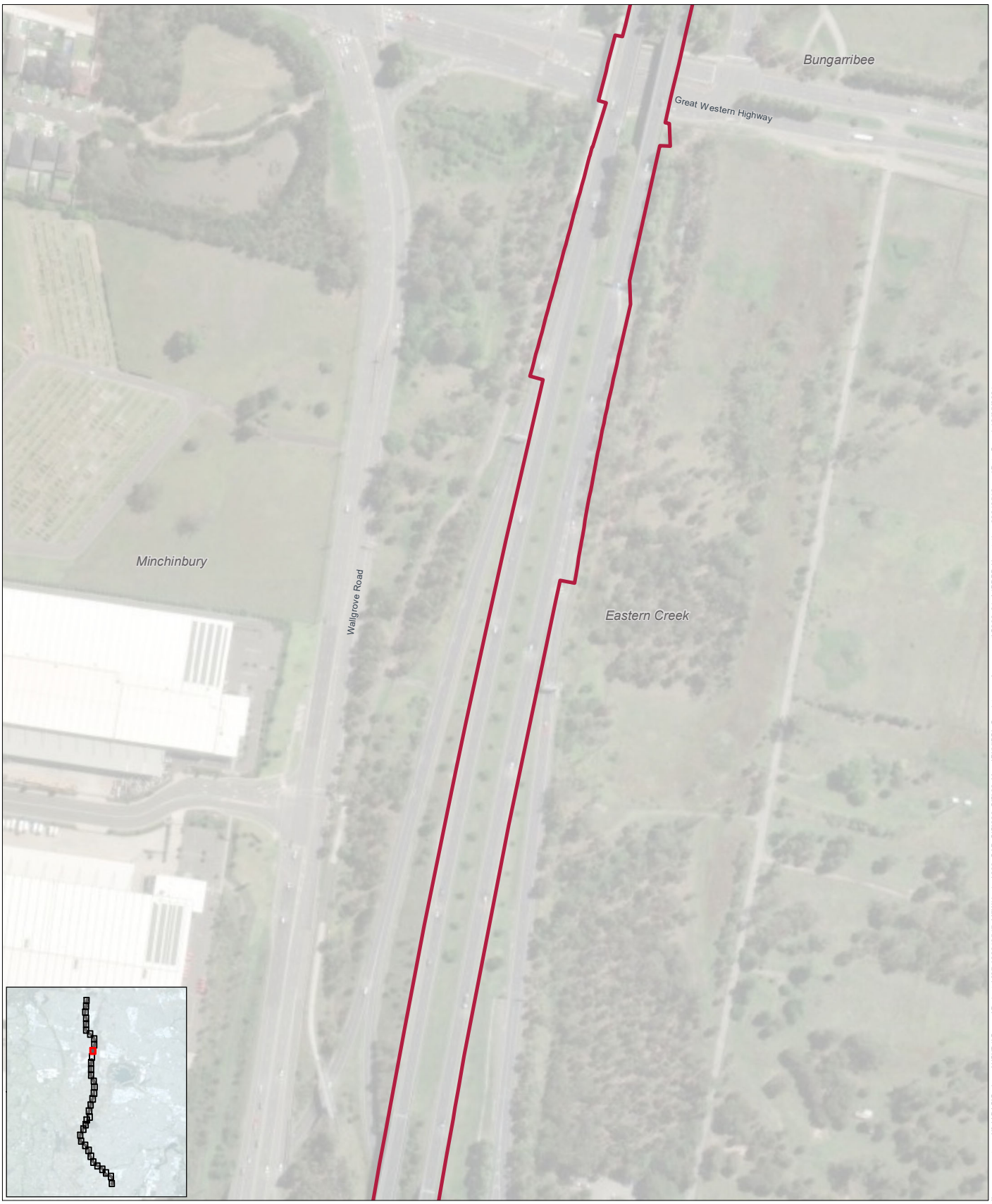

M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-26

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

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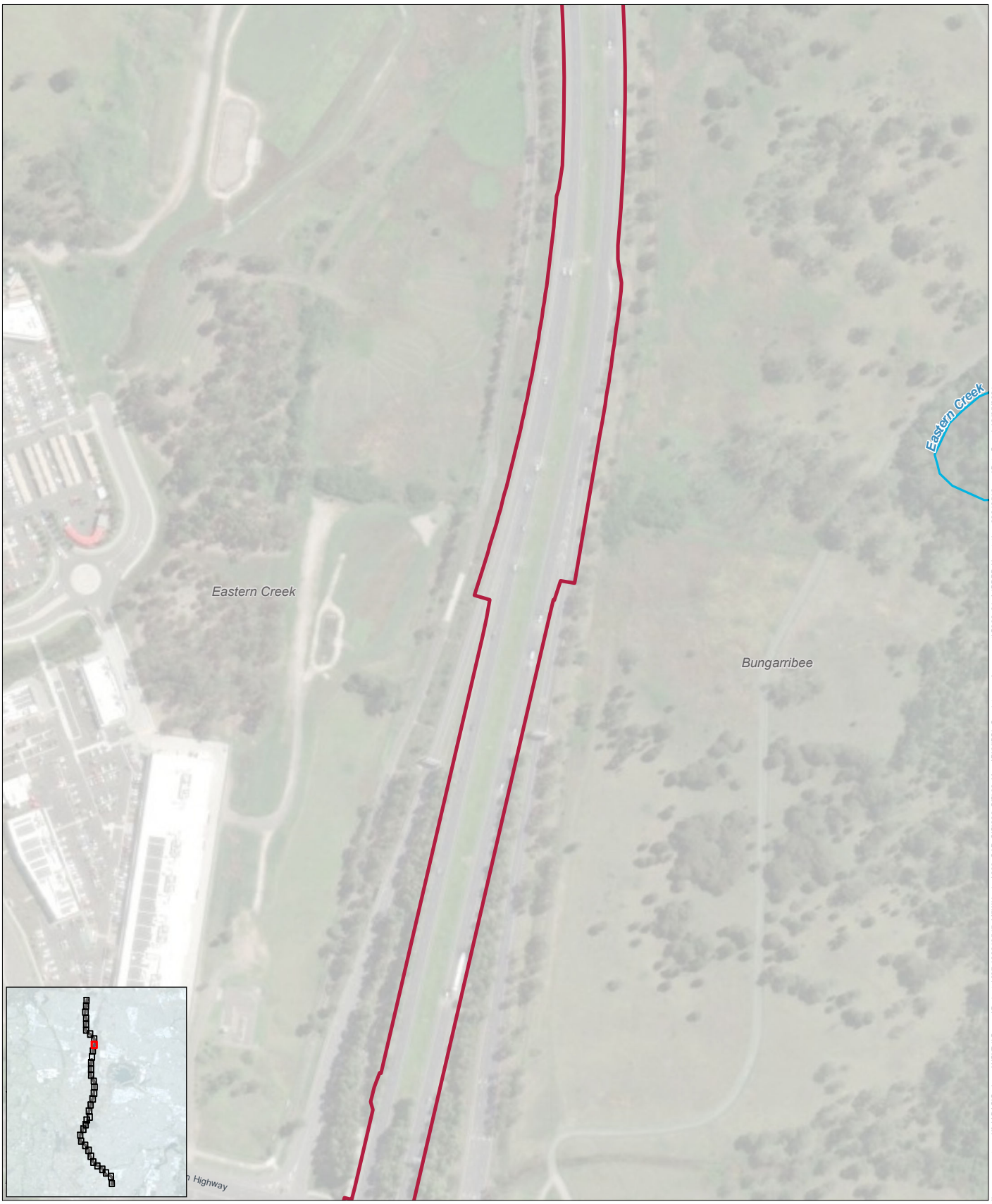

M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-27

Legend

Consolidated construction footprint

Watercourse

Ecology

N

0 50 100 m

AECOM

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M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-28

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

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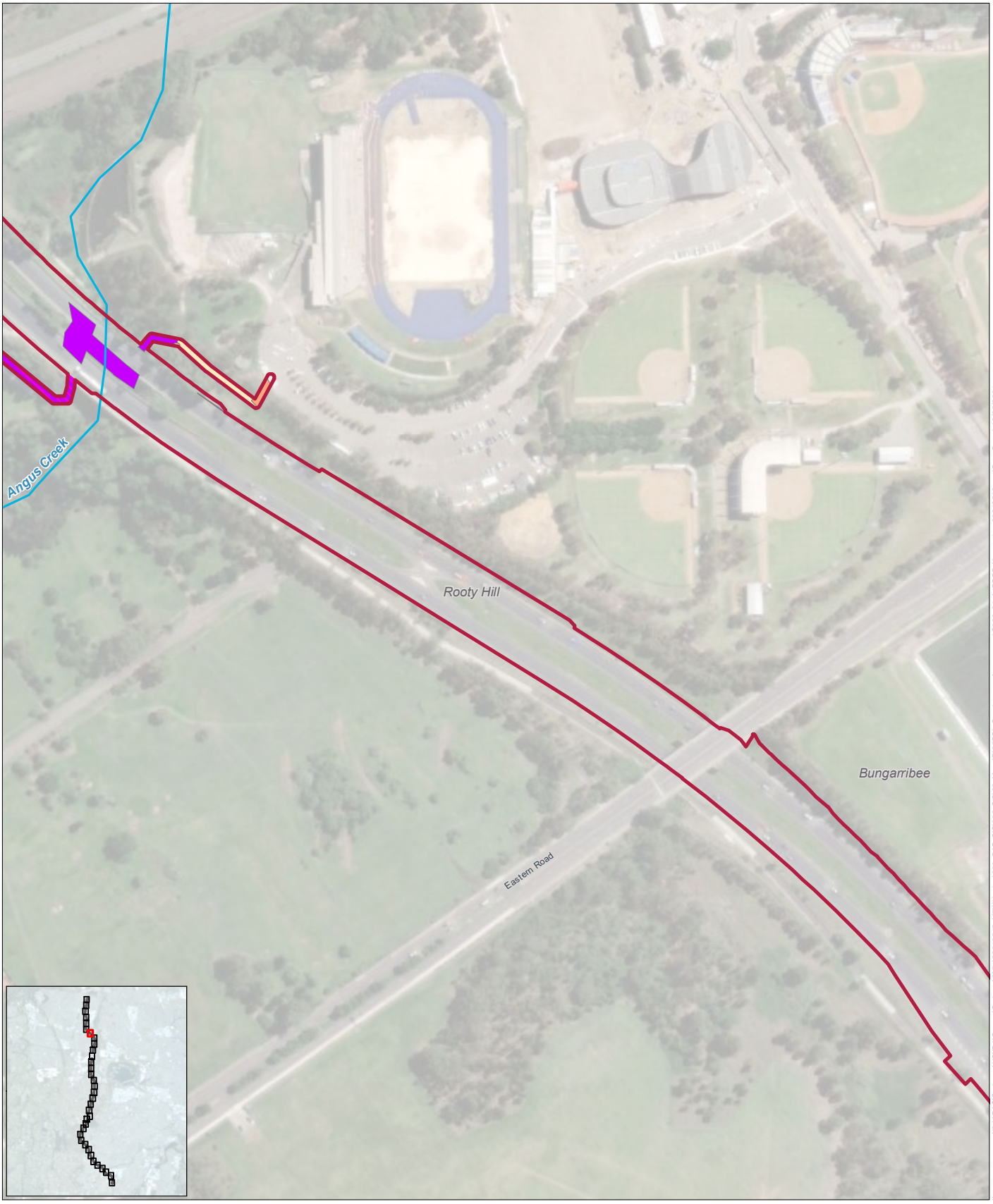


M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-29

Legend

- Consolidated construction footprint
- Watercourse

Ecology

- Exclusion zone

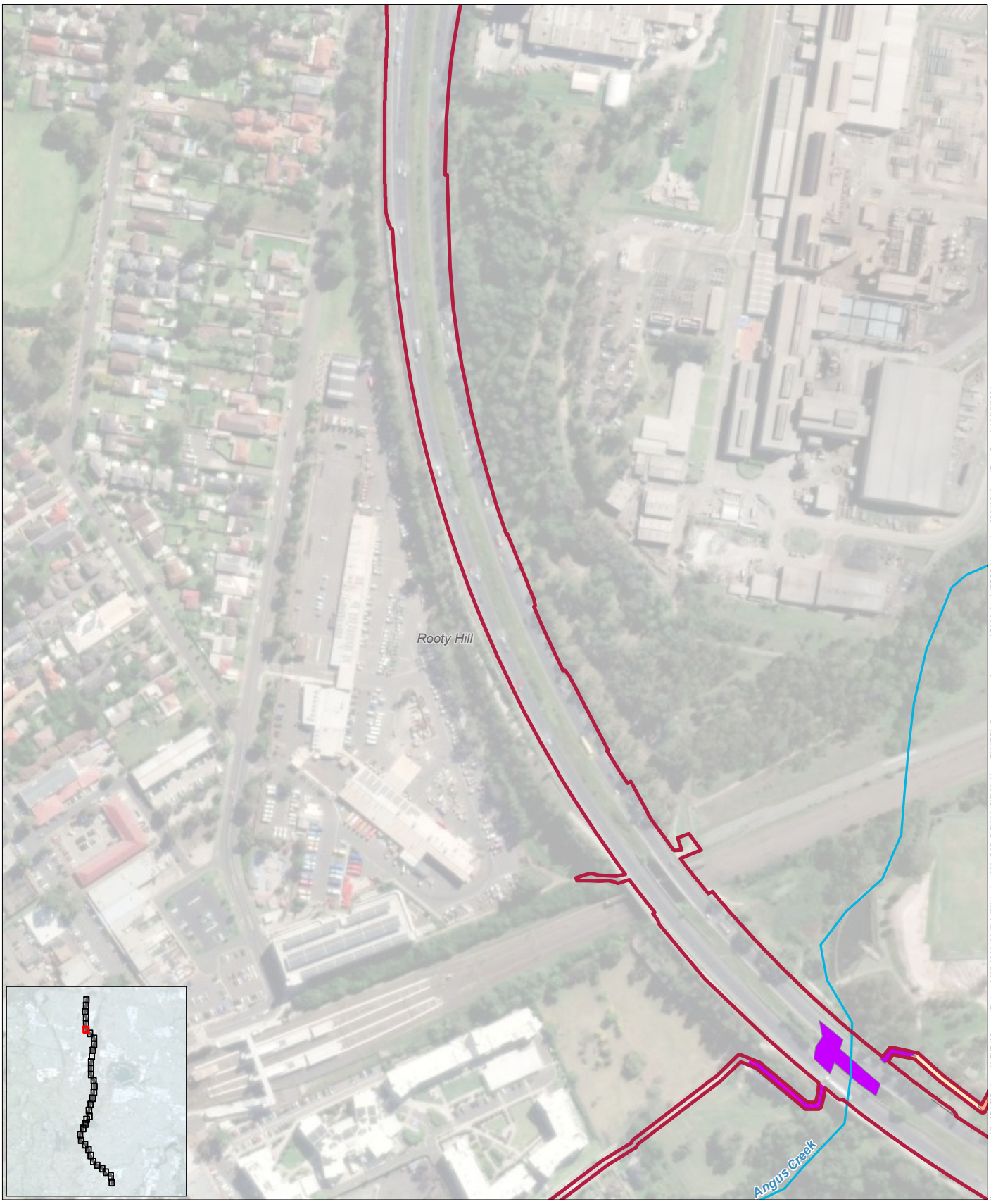
PCT and condition

- PCT 835 (low)
- PCT 849 (low)
- PCT 849 (poor)

N

0 50 100 m

AECOM



M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-30

Legend

- Consolidated construction footprint
- Watercourse

Ecology

- Exclusion zone

PCT and condition

- PCT 835 (low)
- PCT 849 (low)
- PCT 849 (poor)

N

0 50 100 m

AECOM

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M7 CONSISTENCY ASSESSMENT
VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-31

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

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M7 CONSISTENCY ASSESSMENT
VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-32

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

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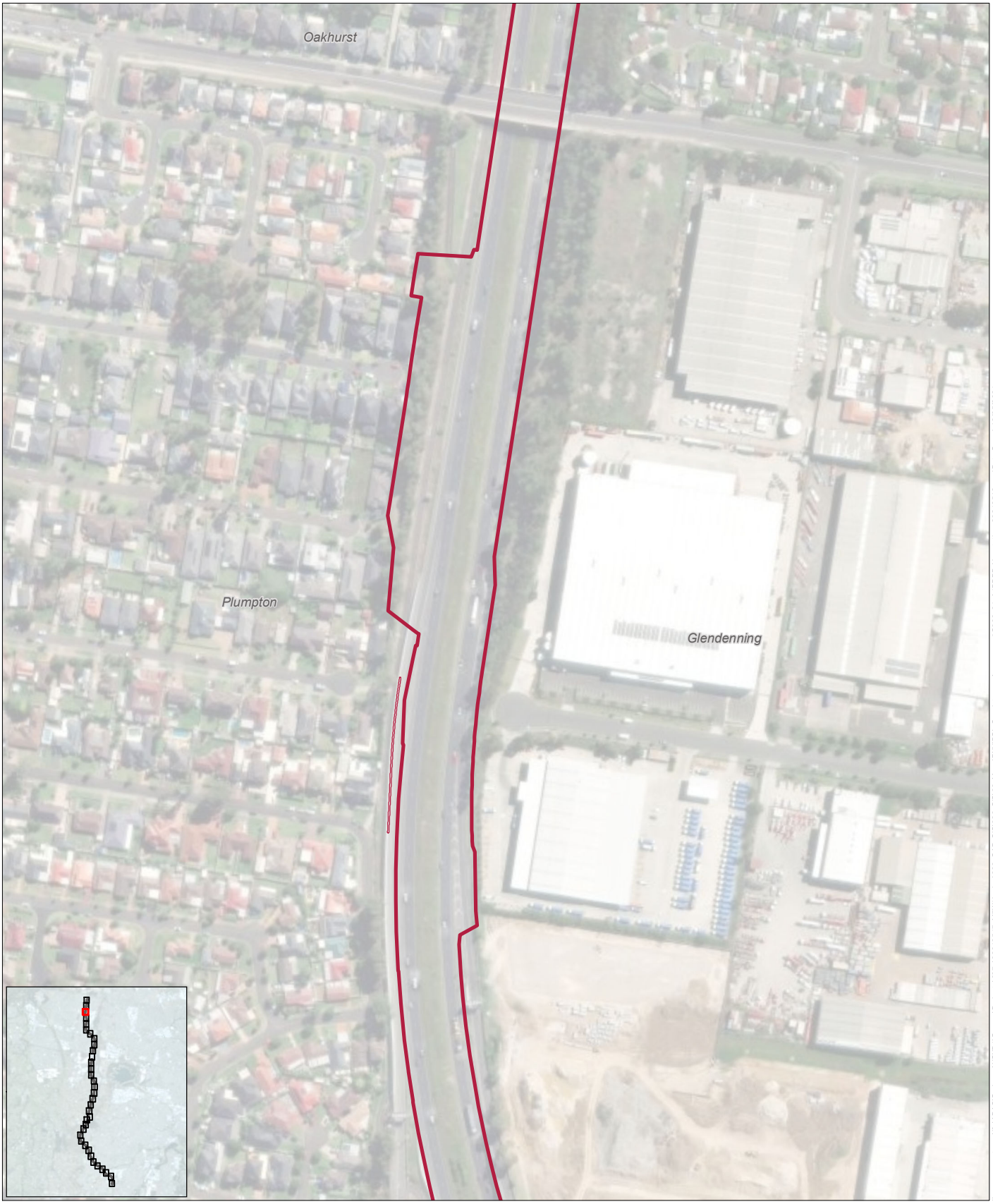

M7 CONSISTENCY ASSESSMENT
VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-33

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

M7 CONSISTENCY ASSESSMENT
VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-34

Legend

Consolidated construction footprint

Ecology

N

0 50 100 m

AECOM

M7 CONSISTENCY ASSESSMENT

VEGETATION (PCT) MAPPING ACROSS CONSOLIDATED CONSTRUCTION FOOTPRINT - SHEET E-35

Legend

Ecology

- Consolidated construction footprint
- Watercourse

N

0 50 100 m

AECOM

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