



# Westlink M7 Widening

Division 5.2 Approval

Consistency assessment report

Changes to the approved construction  
footprint

Transport for NSW | December 2023

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Appendix A	Overview of proposed change 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

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## 1.1 Background

Transport for NSW (Transport) completed an environmental assessment for the construction and operation of the Western Sydney Orbital in 2002 (now known as the Westlink M7). 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 Westlink M7 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 Westlink M7 opened to traffic in December 2005.

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

Six modifications to the Westlink M7 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 Modification 6 is referred to as the Division 5.2 Approval. Modification 6 is referred to as the 'approved project'.

Transport is proposing to amend the construction footprint of the approved project. Since approval of the Modification 6 Report, changes to the construction footprint (the proposed change) 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.

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 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 at 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 asphaltting 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 83 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; further construction planning has revealed that additional space is required to carry out the previously approved construction activities identified in Modification 6. The proposed change would mostly be located on land owned by Transport. Only one site (site 9) is located on non-Transport owned land. Site 9 traverses land owned by Liverpool City Council, a private non-government landholding and Crown Lands.

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 construction activities	Site ID
Boundary realignment for construction	Bridge construction	<ul style="list-style-type: none"> <li>Clearing and earthworks (including temporary piling platforms, access tracks, temporary ramps etc.)</li> <li>Piling and foundation works</li> <li>Construction of concrete structures – abutments, piers and headstocks</li> <li>Bridge girder placement and installation</li> <li>Bridge deck construction</li> </ul>	3, 5, 6, 8, 9, 11b, 12, 13, 15, 20c, 22, 36, 37, 54, 61, 62, 67, 68, 73, 74, 87, 93, 108.
	Bridge construction and laydown	<ul style="list-style-type: none"> <li>Parapet construction</li> <li>Installation of Intelligent Transport Systems, electricals, lighting and stormwater drainage</li> <li>Backfill of structures</li> <li>Pavement tie-in works</li> <li>Final landscaping and remediation</li> <li>Material storage for above for sites that include laydown.</li> </ul>	98, 100, 101.
	Noise wall construction	<ul style="list-style-type: none"> <li>Initial clearing and earthworks (including installation of temporary working platforms, access tracks, temporary ramps etc.)</li> <li>Temporary traffic control depending on access arrangements</li> <li>Foundation works (excavator mounted augering and/or piling pending the design)</li> <li>Installation of concrete in poles</li> <li>Installation of panels</li> <li>Painting</li> <li>Landscaping.</li> </ul>	1a, 11b
	Earthworks for lane widening	<ul style="list-style-type: none"> <li>Initial clearing and earthworks (including installation of temporary working platforms, access tracks, temporary ramps etc.)</li> <li>Temporary traffic control depending on access arrangements</li> </ul>	84

Category	Reason for additional area	Description of construction activities	Site ID
Boundary realignment for roadworks	Milling and re-sheeting	<ul style="list-style-type: none"> <li>Profiling of existing asphalt wearing course on the motorway</li> <li>Spraying bituminous tack coat</li> <li>Placing new asphalt wearing course.</li> </ul>	1a, 2, 10, 14, 17, 21, 33, 38, 39, 40, 42, 43, 46, 47, 52, 53, 56, 57, 60, 63, 64, 65, 69, 70, 71, 72, 81, 82, 83, 85, 86, 88, 89, 90, 91, 95, 97, 99, 102, 103, 104, 105, 106, 107, 109, 111, 113, 114
	Traffic control	<ul style="list-style-type: none"> <li>Vegetation trimming</li> <li>Temporary linemarking installation and removal</li> <li>Temporary signage installation and removal</li> <li>Installation of new permanent signage.</li> </ul>	2, 31, 34, 39, 40, 58, 59, 66, 81, 92, 94, 105, 106, 107, 109, 110

The total construction footprint of the approved project (including construction ancillary facilities) is around 145 hectares. The total additional area required for the proposed change is around 6.5 hectares. Therefore, the proposed change would result in the construction footprint increasing by around 4.5 per cent.

## 2.2 Need

Since approval of the approved project, further detailed construction planning has resulted in the identification of 83 locations that require minor adjustments to the construction footprint. These adjustments are essential 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. Additionally, in a number of discrete 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, deliver approved project elements, ensure compliance with planning approvals, and avoid potential land use conflicts.
- 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 road levels. These works include milling and resheeting the carriageway and carrying out permanent line marking. Additionally, extra land adjacent to the construction footprint is required for the establishment of traffic control measures to comply with relevant safety standards. These measures include but are not limited to temporary linemarking, 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 approved project.

## 3. Consultation

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### 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/westlink-m7-widening>



## 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 environmental assessment documents (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.

### 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 control measures and CoA are identified in the EAD and section 5 of this consistency assessment.

Table 4-1 Applicable environmental factors

Environmental factor	Comment	Detailed discussion in consistency assessment?	
		Yes	No
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.	Yes	<input checked="" type="checkbox"/>
		No	<input type="checkbox"/>
Traffic and transport	<p>The proposed change would result in traffic and transport impacts due to the following aspects:</p> <ul style="list-style-type: none"> <li>• Additional traffic control measures within the existing M7 to manage construction works</li> <li>• Impact on traffic due to milling and resheeting of additional areas of the existing M7</li> <li>• Modified or additional construction access routes</li> <li>• Additional impacts to the existing M7 shared path and cycleways.</li> </ul> <p>Traffic and transport impacts are discussed in detail in section 4.3 of this consistency assessment.</p>	Yes	<input checked="" type="checkbox"/>
		No	<input type="checkbox"/>
Noise and vibration	<p>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 for construction of the approved project are anticipated.</p> <p>Noise and vibration impacts are discussed in detail in section 4.4 of this consistency assessment.</p>	Yes	<input checked="" type="checkbox"/>
		No	<input type="checkbox"/>

Environmental factor	Comment	Detailed discussion in consistency assessment?	
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	<input checked="" type="checkbox"/>
		No	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>
		No	<input type="checkbox"/>
Aboriginal heritage	<p>An Aboriginal Heritage Information Management System (AHIMS) search was performed on 10 October 2023 and found three sites within the boundaries of the proposed change, two AHIMS sites associated with site 1a and one AHIMS site associated with site 9. The three AHIMS sites are listed as destroyed.</p> <p>The remainder of the proposed change sites did not contain any recorded Aboriginal Heritage sites and are not located in areas that are considered to be archaeologically sensitive, such as areas directly adjacent to watercourses.</p> <p>The proposed change sites 107 and 114 require the construction footprint to be moved in close proximity to recorded AHIMS sites, however these sites are listed as destroyed.</p> <p>Impacts related to Aboriginal heritage are discussed in further detail in section 4.7 of this consistency assessment, including discussions on unexpected finds.</p>	Yes	<input checked="" type="checkbox"/>
		No	<input type="checkbox"/>
Social	<p>The proposed change may impact the following social aspects:</p> <ul style="list-style-type: none"> <li>• Way of life</li> <li>• Community</li> <li>• Accessibility</li> <li>• Health and wellbeing</li> <li>• Surroundings</li> <li>• Livelihoods.</li> </ul> <p>Key social impacts that were identified for the approved project include:</p> <ul style="list-style-type: none"> <li>• Leasing land from landowners for construction ancillary facilities resulting in a temporary loss of land</li> <li>• 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</li> </ul>	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>

Environmental factor	Comment	Detailed discussion in consistency assessment?	
	<ul style="list-style-type: none"> <li>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.</li> </ul> <p>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. Sites would only be established in consultation and agreement with relevant landowners. 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 and CoA outlined in the EAD (see section 5).</p> <p>Impacts to the shared path are discussed in section 4.3.</p> <p>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. The community would be informed of the proposed change and have an opportunity to provide feedback.</p> <p>As such, the social impact of the proposed change are expected to be consistent with the approved project.</p>		
Landscape character, visual amenity and urban design	<p>Landscape character and visual impacts associated with the proposed change would be temporary and viewpoints are the same as those described in the EAD.</p> <p>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:</p> <ul style="list-style-type: none"> <li>Earthworks and dust dispersal</li> <li>Vegetation pruning</li> <li>Stockpiling of materials and storage</li> <li>Presence of temporary structures and noise barriers</li> <li>Hoardings</li> <li>Ancillary facilities</li> <li>Increased vehicle movements and personnel in the area.</li> </ul> <p>The removal of vegetation as a result of the proposed change would impact landscape character and visual amenity due to reductions in</p>	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>

Environmental factor	Comment	Detailed discussion in consistency assessment?	
	<p>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.</p> <p>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 within proximity of impacted areas.</p> <p>Thus, the landscape character and visual amenity impacts associated with the removal of trees due to the proposed change would be temporary and is considered consistent with the approved project.</p> <p>Management measures for landscape character, visual amenity and urban design identified in the EAD are considered appropriate for the proposed change.</p>		
Surface water and groundwater	<p>Milling and resheeting 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.</p> <p>However, as no changes to timing, equipment or methodology of the approved project are anticipated, surface water and hydrology impacts due to the proposed change would be effectively managed through the implementation of the Construction Soil and Water Management Plan. Therefore, impacts to soil and water are considered consistent with the approved project.</p>	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>
Non-Aboriginal heritage	<p>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.</p> <p>The nearest non-Aboriginal heritage item to the proposed change is 'The Rooty Hill', which is listed on the State heritage register (#01756) (see sheet A11 in Appendix A). The item is located 60 metres west of site 92. Works proposed at site 92 involve a boundary realignment for roadworks.</p> <p>All works associated with the proposed change would be confined to the proposed footprint. There is potential for impacts to heritage items through changes to visual setting, however any visual impacts as a result of the proposed change would be minor/negligible in comparison to the greater project, and consistent with the assessment in the Modification 6 Report. Therefore, it is not anticipated any impacts would occur to listed non-Aboriginal heritage items.</p>	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>

Environmental factor	Comment	Detailed discussion in consistency assessment?	
	The proposed change would follow management measures and CoA outlined in the EAD, additional impacts to non-Aboriginal heritage are not expected.		
Air quality	Air quality impacts associated with the proposed change would be relatively minor and likely caused by activities already assessed as part of the approved project such as milling, re-sheeting, and tracking of vehicles causing dust emissions. This is consistent with activities and potential impacts identified in the EAD. Therefore, there are no additional air quality impacts associated with the proposed change over and above those identified in the EAD.	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>
Hydrology and flooding	<p>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).</p> <p>Only one proposed change site (site 99) intersects a named watercourse (Angus Creek) (see sheet A-23 in Appendix A). This site involves a boundary realignment to align the construction footprint with the existing road corridor, no additional activities are proposed to occur in this location. As such, the proposed change is not anticipated to result in any additional impacts on watercourses than what is discussed in the EAD.</p> <p>Other constructability changes associated with the proposed change are expected to be localised and would be managed through the implementation of management measures detailed in the Construction Flooding Management Plan and the Construction Soil and Water Management Plan.</p> <p>Therefore, there are no additional hydrology and flooding impacts associated with the proposed change over and above those identified in the EAD.</p>	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>
Waste	<p>Construction waste impacts are associated with the generation of waste and management of this waste.</p> <p>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.</p> <p>The waste impacts that result from the proposed change would be minor in nature in comparison to the wider approved project. Therefore, there are no additional waste impacts associated with the proposed change over and above those identified in the EAD.</p>	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>

Environmental factor	Comment	Detailed discussion in consistency assessment?	
Sustainability	<p>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.</p> <p>As such, there are no additional sustainability impacts or considerations associated with the proposed change over and above those identified in the EAD.</p>	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>
Climate change and greenhouse gas	<p>The key climate change risks of concern for the proposed change are those related to extreme rainfall and flooding and greenhouse gas emissions. Potential climate change risks associated with the proposed change would be minor in nature in comparison to the greater approved project.</p> <p>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.</p>	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>
Hazard and risk	<p>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.</p> <p>The hazard and risks associated with the proposed change would be consistent with those associated with the greater approved project, and therefore the EAD. Management measures for hazard and risk identified in the EAD are considered appropriate for the proposed change.</p>	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>
Cumulative	<p>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 consistent with the cumulative impacts discussed in the EAD. Additionally, there is a minor change to the list of projects that were identified as having potential cumulative impacts. The following projects have been added for consideration, as they are projects that have been approved since the publication of the Modification 6 Report:</p> <ul style="list-style-type: none"> <li>Western Sydney Green Gas Project (SSD-10313) – 194 - 202 Chandos Road, Horsley Park, NSW</li> <li>Rooty Hill Materials Recycling Facility (SSD-29999239) - 600 Woodstock Avenue, Rooty Hill, NSW.</li> </ul> <p>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.</p>	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>

Environmental factor	Comment	Detailed discussion in consistency assessment?	
	<p>Additionally, 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.</p> <p>As such, there are no additional cumulative impacts associated with the proposed change over and above those identified in the EAD.</p>		



## 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.

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.

Sites that are located on vegetated land and would result in vegetation disturbance (clearing of non-native vegetation, planted native vegetation and/or groundcover) were identified through a desktop assessment. These sites include sites 1a, 9, 17, 22, 34, 74, 81, 84, and 101.

Ecological surveys that were performed for the Modification 6 Report were confined to the construction footprint established for the approved project. Additional areas associated with the proposed change that would result in vegetation disturbance were surveyed by an ecologist in November 2023 to determine the presence of Plant Community Types (PCTs), associated Threatened Ecological Communities (TECs) and Endangered Ecological Communities (EECs) (see Appendix B).

Proposed change sites that are located on paved areas and/or do not require vegetation disturbance (i.e. those not mentioned above) 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. As such, these were considered consistent with the approved project, and not considered further in this assessment.

Only one of the proposed change sites intersects a named watercourse (site 99). At this site, works would be confined to the existing Westlink M7 road corridor and would not impact on the watercourse and aquatic ecology. No works would occur within or immediately adjacent to the watercourse. Considering this, and the implementation of environmental mitigation measures mentioned in the EAD, the potential for impacts to aquatic habitats is considered consistent to that assessed for the approved project.

### 4.2.2 Existing environment

The surveyed sites are all directly adjacent to the approved project construction footprint (affixed to the footprint and are within a 70 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 specified 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 determined not to be considered 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.

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

Site	Vegetation description
1a	<b>No PCT vegetation in site.</b> Vegetation consists of planted Spotted Gum ( <i>Corymbia maculate</i> ). Trees removed are to be added to the Tree Survey and be replaced in accordance with CoA D11 and D12.
9	<b>No PCT vegetation in site</b> Vegetation consists of turf grasses. Site 9 is within an area mapped as Southern Myotis habitat in the EAD.



Site	Vegetation description
17	<b>No PCT vegetation in site.</b> Vegetation consists of mown turf grasses.
22	<b>No PCT vegetation in site.</b> Vegetation consists of mown turf grasses.
34	<b>No PCT vegetation in site.</b> Vegetation consists of planted She oaks ( <i>Casuarina sp.</i> ). Trees removed are to be added to the Tree Survey and be replaced in accordance with CoA D11 and D12.
74	<b>No PCT vegetation in site.</b> Vegetation consists of mown turf grasses.
81	<b>No PCT vegetation in site.</b> Planted Forest Red Gum ( <i>Eucalyptus tereticornis</i> ), Spotted gum ( <i>Corymbia maculate</i> ), Grey box ( <i>Eucalyptus microcarpa</i> ) and Narrow-leaf Ironbark ( <i>Eucalyptus crebra</i> ). She oaks ( <i>Casuarina sp.</i> ) also present. Trees removed are to be added to the Tree Survey and be replaced in accordance with CoA D11 and D12.
84	<b>No PCT vegetation in site.</b> Planted Forest Red Gum ( <i>Eucalyptus tereticornis</i> ), Spotted gum ( <i>Corymbia maculate</i> ), Grey box ( <i>Eucalyptus microcarpa</i> ) and Narrow-leaf Ironbark ( <i>Eucalyptus crebra</i> ). She oaks ( <i>Casuarina sp.</i> ) also present. Trees removed are to be added to the Tree Survey and be replaced in accordance with CoA D11 and D12.
101	<b>No PCT vegetation in site.</b> Vegetation consists of mown turf grasses.

#### 4.2.3 Assessment of potential impacts

Impacts to biodiversity at the surveyed sites are described in this section, which consider the following aspects:

- Native vegetation
- TECs and potential serious and irreversible impacts (SAILs)
- Threatened fauna habitat
- Threatened flora and fauna
- Spread of weeds.

Impacts to biodiversity may occur due to the following activities:

- Clearing of 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 states if it is 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 Modification 6 Report?
Removal or modification of native vegetation	None	<p>The majority of proposed change sites are not located within areas that contain non-planted native vegetation. Works would be restricted within the confines of these sites' boundaries.</p> <p>Impacts to non-planted native vegetation would be limited to the pruning of overhead vegetation that falls within proposed change site boundaries. Minor pruning of overhead branches may be required to allow plant and equipment to access the site. This would potentially occur at sites 9, 20c and 34.</p> <p>This would be completed in accordance with the procedures outlined in the Construction Flora and Fauna Management Plan (CFFMP). As such, no significant impacts to non-planted native vegetation are anticipated as a result of the proposed change.</p>	Yes
Removal or modification of non-native vegetation and/or planted native vegetation	Known	Sites 1a, 9, 17, 22, 34, 74, 81, 84 and 101 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	<p>The removal and/or modification of vegetation would be restricted to areas that consist of non-native vegetation, planted native vegetation and groundcover. Threatened species are unlikely to inhabit these areas due to the low quality and fragmented nature of this vegetation, which is located directly adjacent to the motorway. This was confirmed by ecological surveys undertaken for the proposed change, identifying these areas as not containing PCT vegetation or other significant ecological values that would be impacted by the proposed change.</p> <p>The Southern Myotis 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.</p>	Yes
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

Impact	Likelihood	Extent of impact due to the proposed change	Consistent with the Modification 6 Report?
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 additional removal of non-native vegetation, planted native vegetation and/or groundcover as a result of the proposed change would not increase the chances of fragmentation.  Areas where vegetation disturbance is proposed are considered to be of low 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.	Yes
Removal of hollow-bearing trees	None	No hollow bearing trees would be removed as a result of the proposed change.	Yes

### Impacts to native vegetation and key threatening processes

There are 39 Key Threatening Processes (KTP) listed under the *Biodiversity and Conservation Act 2016* (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 this vegetation 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.

No additional KTPs would occur due to the proposed change and no additional areas of non-planted native vegetation would be impacted as a result of 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 is 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 confirmed that the vegetation at sites 1a, 9, 17, 22, 34, 74, 81, 84 and 101 can be considered non-PCT vegetation (see Appendix B).

The clearing and/or modification of this non-PCT vegetation was assessed in the Modification 6 Report 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 1a, 9, 17, 22, 34, 74, 81, 84 and 101 would be undertaken in accordance with CoA D11 and D12, and therefore may be 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, all 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. It is not expected that additional Southern Myotis habitat areas would be identified during these surveys as no additional bridge works locations form part of the proposed change. Proposed change sites associated with bridge construction and laydown (see Table 2-1), are related to existing bridge work locations that are identified in the Modification 6 Report. If additional impacts to the Southern Myotis are required to be offset above that required in the EAD, an updated biodiversity development assessment report (BDAR) must be prepared and the EAD modified as specified in CoA D7.

The removal and/or modification of vegetation would be restricted to areas that consist of non-native vegetation, planted native vegetation and groundcover. Generally, threatened species are unlikely to inhabit these areas due to the fragmented nature of this vegetation, which is located directly adjacent to the motorway. This vegetation is disturbed and of poor 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 16 November 2023, found no recorded threatened species sightings. 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 to threatened species, as they are located on paved areas of the Westlink M7 that experience heavy traffic regularly.

Proposed change sites 9, 20c, 54, 74 and 97 intersect areas mapped in the Modification 6 Report as Southern Myotis habitat (see Appendix A). Works associated with sites 20c, 54 and 97 would be restricted to activities contained within road corridor at ground level and are therefore unlikely to result in any additional impacts to Southern Myotis or other threatened species and their habitat. Sites 9 and 74 require vegetation disturbance, however this would be limited to the clearing of groundcover and trimming of overhanging branches where required. This is unlikely to result in additional impacts to Southern Myotis or other threatened species habitat when managed via the existing measures outlined in the CFFMP.

Therefore, 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, proposed impacts relating to the spread of weeds are 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.

## Offsets

No additional offsets for direct or indirect impacts to biodiversity are required.

## 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 modification
- Reviewing the mitigation measures and recommending 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 the same as 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 construction footprint to allow space for the safe movement of large vehicles. The routes construction vehicles would take are generally the same. Additional land immediately adjacent to approved project construction footprint is required to accommodate larger 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 would occur due to the proposed change. Any additional road closures that were not considered as part of the EAD, including at Bernera Road (sites 13-12), Saxony Road (site 54) and Redmayne Road (sites 61 and 62), would be subject to additional consistency assessment.

### **Construction vehicles movements and additional construction related traffic**

The number of vehicle movements required for the proposed change are the same as what was assessed in the EAD, specifically those mentioned in the Construction Traffic and Transport Management Plan (CTTAMP).

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).

One additional local road that is not mentioned for use in the EAD would be required for access due to the proposed change. An area of Saxony Road adjacent to Wallgrove Road would be required for access to bridge construction areas. In accordance with CoA D83, Planning Secretary approval will be obtained prior to the use of this local road by heavy vehicles to directly access the construction boundary and ancillary facilities. Works associated with Saxony Road would be included in the Construction Traffic, Transport and Access Management Plan (CTTAMP).

Traffic impacts associated with these construction activities were assessed as part of the Modification 6 Report. 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 proposed in the EAD.

### **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.

## 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 ranging between 200 meters and 1.3 kilometres for each closure (see Table 6-13 in the Modification 6 Report).

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

Table 4-4 Proposed change impacts to shared path

Site	Shared path impact description
3	Located near the of intersection of the Westlink M7 and Maxwells Creek.  Shared path closures already planned in this area due to the Modification 6. Therefore, impacts would be consistent with the EAD.
17	Located near intersection of Westlink M7 and Bernera Road.  Shared path closures already planned in this area due to the Modification 6. Therefore, impacts would be consistent with the EAD.
20c	Located near the intersection of shared path and Yarato Road.  No closure of the shared path is anticipated. Traffic control would occur at this site in a stop/go format for the safety of shared path users.
58	Located near the intersection of Westlink M7 and Horsley Drive.
59	No impacts to the shared path would occur due to works at this site.
81	Located near the intersection of Old Wallgrove Road and Wallgrove Road.  No closure of the shared path is anticipated. Traffic control would occur at this site in a stop/go format for the safety of shared path users.
84	Located near the intersection of Interchange Drive and Wallgrove Road.  Traffic control would occur at this site in a stop/go format for the safety of shared path users. If the shared path is required to be closed, a safe detour route would be provided directly adjacent to the shared path, within the boundary of site 84.
95	Located near the intersection of Westlink M7 and Angus Creek.  Shared path closures already planned in this area due to the Modification 6. Therefore, impacts would be consistent with the EAD.



Site	Shared path impact description
98	Located near the intersection of Mavis Street and Westlink M7 shared path.  No impacts to the shared path would occur due to works at this site.
100	Located adjacent to Rooty Hill Train Station.
101	Shared path closures already planned in this area due to the Modification 6. Therefore, impacts would be consistent with the EAD.

The proposed change would result in additional impacts to the shared path, however these impacts would be temporary and appropriately managed through the mitigation measures outlined in Modification 6 Report.

Only one proposed change site may require a detour, which would be located directly adjacent to the current shared path, resulting in a negligible to minor increase in travel distance. This detour 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. The detour 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.

Additionally, the following is 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.”* John Holland has now been appointed as construction contractor and 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 will 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 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.

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 due to the proposed change
- If the likely change was found to be insignificant, i.e. generally imperceptible to the average listener (<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 ( $\geq 10$  dB) then the EAD noise modelling results were updated by applying relevant distance corrections. Construction noise associated with the proposed change was not found to be perceptible (>3dB) at any sensitive receivers and therefore no EAD noise modelling results were updated.

### 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 in 2019 experienced average daily traffic of around 191,000 vehicles (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.

### 4.4.4 Assessment of potential impacts

The proposed change described in section 2 has been reviewed with reference to the construction activities assessed in the EAD. Table 4-5 provides an assessment of whether the proposed change is consistent with the construction impacts assessed in the EAD and identifies if additional mitigation measures are required to ensure consistency with the EAD. Proposed change sites have been grouped based on activity types, geographical location and potential impact.

None of the proposed change sites were determined to have a perceptible (>3 dB) noise impact at nearby sensitive receivers and therefore updates to the EAD noise modelling was not required.

Table 4-5: Consistency assessment of proposed change on construction noise impacts

Category	Reason for additional area	Site ID	Consistency with work assessed in Technical Report	Mitigation measures
Boundary realignment for construction	Bridge construction	<ul style="list-style-type: none"> <li>20c, 22, 36, 37, 54, 61, 62, 87</li> </ul>	<ul style="list-style-type: none"> <li>This work is consistent with bridge works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend closer to residential receivers by a marginal distance which would not affect noise levels.</li> </ul>	Mitigation measures outlined in the EAD and approved Construction Environmental Management Plan (CEMP) would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
		<ul style="list-style-type: none"> <li>3, 5, 20c</li> </ul>	<ul style="list-style-type: none"> <li>This work is consistent with bridge works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend in the direction of educational receivers, however no significant increase in noise levels would occur.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
		<ul style="list-style-type: none"> <li>6, 8, 9, 11b, 12, 13, 15, 37, 61, 62, 67, 68, 73, 74, 108</li> </ul>	<ul style="list-style-type: none"> <li>This work is consistent with bridge works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend closer to commercial/industrial receivers, construction noise levels may increase marginally.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
		<ul style="list-style-type: none"> <li>93</li> </ul>	<ul style="list-style-type: none"> <li>This work is consistent with bridge works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend towards active recreational receivers by a marginal distance which would not affect noise levels.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
	Bridge construction and laydown	<ul style="list-style-type: none"> <li>98, 100, 101</li> </ul>	<ul style="list-style-type: none"> <li>This work is consistent with bridge works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend closer to commercial/industrial receivers, construction noise levels would not increase significantly.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.

Category	Reason for additional area	Site ID	Consistency with work assessed in Technical Report	Mitigation measures
	Noise wall construction	• 1a	<ul style="list-style-type: none"> <li>This work is consistent with works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The works area extend closer to industrial and residential receivers, however no significant increase in noise levels would occur.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
		• 11b	<ul style="list-style-type: none"> <li>This work is consistent with noise wall works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend closer to industrial receivers, however no significant increase in noise levels would occur.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
	Earthworks for lane widening	• 84	<ul style="list-style-type: none"> <li>This work is consistent with works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend closer to industrial receivers, construction noise levels would not increase significantly.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
Road works	Milling and re-sheeting	<ul style="list-style-type: none"> <li>10, 14, 17, 38, 39, 40, 42, 47, 56, 60, 64, 65, 69, 70, 71, 72, 81, 82, 83, 85, 88, 89, 90, 102, 103, 104, 106, 109, 114</li> </ul>	<ul style="list-style-type: none"> <li>This work is consistent with pavement works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend by a marginal distance to commercial/industrial receivers which would not affect noise levels significantly.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
		• 97, 99	<ul style="list-style-type: none"> <li>This work is consistent with pavement works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend towards active recreational receivers by a marginal distance which would not affect noise levels.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.

Category	Reason for additional area	Site ID	Consistency with work assessed in Technical Report	Mitigation measures
		<ul style="list-style-type: none"> <li>1a, 2, 21, 33, 43, 46, 52, 53, 57, 63, 86, 91, 95, 105, 111, 113</li> </ul>	<ul style="list-style-type: none"> <li>This work is consistent with pavement works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend towards residential receivers by a marginal distance which would not affect noise levels.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
	Traffic control	<ul style="list-style-type: none"> <li>2, 31, 34, 105,</li> </ul>	<ul style="list-style-type: none"> <li>This work is consistent with traffic control works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend closer to residential receivers by a marginal distance which would not affect noise levels.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
		<ul style="list-style-type: none"> <li>92, 94,</li> </ul>	<ul style="list-style-type: none"> <li>This work is consistent with traffic control works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend towards active recreational receivers by a marginal distance which would not affect noise levels.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.
		<ul style="list-style-type: none"> <li>39, 40, 58, 59, 66, 81, 106, 107, 109, 110.</li> </ul>	<ul style="list-style-type: none"> <li>This work is consistent with traffic control works previously assessed in the EAD</li> <li>There are no substantial changes to the type of work or equipment</li> <li>The work areas extend closer to commercial/industrial receivers, construction noise levels would not increase significantly.</li> </ul>	Mitigation measures outlined in the EAD and CEMP would manage potential noise impacts associated with this activity. No additional mitigation measures are required.

## Vibration

In order to comply with the cosmetic/structural damage and human discomfort criteria presented in section 3.3 of the Noise and Vibration Technical Report, vibration intensive works should not be undertaken within the minimum working distances presented in Table 4-6.

Table 4-6: Safe working distance for vibration intensive plan

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

In some locations, the proposed change may result in vibration intensive construction equipment being located slightly closer to sensitive receivers. As noted in the EAD, equipment size will 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. If vibration intensive works are required within these minimum working distances, vibration monitoring would be undertaken to determine site specific minimum working distances and to ensure that appropriate thresholds are not exceeded. Other recommendations as outlined in section 6.2.6 of the Noise and Vibration Technical Report remain relevant. Therefore, vibration impacts as a result of the proposed change would be consistent with the EAD and additional impacts would be minimal.

### 4.4.5 Environmental management measures

The proposed change described in section 2 relevant for construction work has been reviewed with reference to the construction activities assessed in the EAD. Table 4-5 provides an assessment of whether the noise impacts of the proposed change is consistent with the work packages assessed in the EAD and identifies if additional mitigation measures are required. Vibration management measures identified in the EAD are considered sufficient to appropriately manage any vibration intensive construction equipment being located slightly closer to sensitive receivers as a result of the proposed change.

Therefore, management measures for noise and vibration identified in the Modification 6 Report 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 Liverpool 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 sites required to support the construction of the approved project are already located within the existing Westlink M7 corridor and/or existing operational maintenance boundary. However, proposed change site 9 is located on land owned by Liverpool City Council, private non-government landholding and Crown Lands. This sites would only be established in consultation and agreement with relevant stakeholders.

In accordance with the procedures outlined for the approved project, 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. As such, 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 Modification 6 Report. All construction activities that would occur as part of the proposed change have been considered and assessed in the Modification 6 Report. Therefore, there would be no additional impacts to land use as a result of the proposed change.

## **Utilities**

There are a number of minor and major utility services crossing the proposed change that would need to be protected or adjusted. Consultation with the relevant utility providers would be undertaken to confirm the presence of utilities and refine potential utility adjustments and utility protection measures (with a view to avoiding impacts if possible and protecting or adjusting if required) during detailed design. 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 1,000 square metres (approximate) of Crown Land would be required due to the proposed change at site 9. A temporary licence and/or easement under the *Crown Land Management Act 2016* would be necessary for use of Crown land during construction.

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. 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.

#### 4.6.3 Assessment of potential impacts

The proposed change would involve minor adjustments to the construction footprint as it was described in the EAD.

Of the high-risk contaminated sites outlined in section 4.6.2, it is only the boundary of Veolia Environmental Services Pty Ltd that intersects the proposed change (at sites 71 and 74). This contaminated site is of concern due to waste storage, waste treatment and recovery, composting and waste disposal (landfill) occurring onsite. As impacts associated with this site was already assessed as part of the approved project, no additional impacts are anticipated at sites 71 and 74.

As detailed in the EAD, the potential impacts on soil and contaminated land disturbance 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
- 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 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 three sites within the boundaries of the proposed change, two AHIMS sites associated with site 1a and one AHIMS site associated with Site 9. The remainder of the proposed change sites did not contain any AHIMS sites and are not located in areas that are considered to be archaeologically sensitive, such as areas adjacent to watercourses. The AHIMS sites located within the boundaries of Site 1a (AHIMS #45-5-2481 and #45-5-2761) and Site 9 (AHIMS #45-5-0779) are listed as destroyed.

Additionally, the proposed change sites 107 and 114 require the construction footprint to be moved in close proximity to two AHIMS sites. As a result of the proposed change, Site 107 is within 2 metres of AHIMS site #45-5-3698 and Site 114 is within 5 metres of AHIMS site #45-5-2379. These sites are also listed as destroyed.

The AHIMS status' of the aforementioned sites in July 2021 were listed as valid, during the initial desktop based heritage impact assessment for the Modification 6 Report. However, the archaeological surveys undertaken in October 2021 for the Modification 6 Report updated the status of these sites to destroyed. See section 5.3 of Appendix I (Aboriginal Cultural Heritage Stage 2 PACHCI Archaeological Report) of the Modification 6 Report for further details.

#### 4.7.3 Assessment of potential impacts

As no valid AHIMS sites are located within or adjacent the boundaries of the proposed change, impacts to known Aboriginal heritage sites are not anticipated.

No notable areas of archaeological sensitivity are located within or directly adjacent to the boundary of the proposed change (i.e. watercourses).

Additional impacts to Aboriginal heritage may arise through the excavation and disturbance of areas not previously assessed in the Modification 6 Report, where there is potential to encounter unidentified / non-registered Aboriginal heritage sites. Management measures outlined in the EAD are considered adequate to avoid significant impacts to Aboriginal heritage and manage unexpected finds.

As such, impacts to Aboriginal heritage are considered consistent with those identified 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.

## 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 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 projects 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	<p>The Proponent must carry out Modification 6 in accordance with the terms of this approval (the conditions listed in Condition 1B of Schedule 1, and all Conditions listed in Schedule 2) and generally in accordance with the:</p> <ul style="list-style-type: none"> <li>a) Westlink M7 Widening Modification Report prepared by Transport for NSW and dated August 2022; and</li> <li>b) Westlink M7 Widening Submissions Report prepared by Transport for NSW and dated November 2022</li> </ul>	The proposed change, as described in section 2.1, can be carried out in accordance with Condition A1.	Yes
1C	<p>In the event of an inconsistency between:</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul> <p><b>Note:</b> For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document</p>	The proposed change would not impact upon compliance with this condition.	Yes

No.	Condition of Approval	Discussion	Consistent
1E	Modification 6 must be carried out in accordance with all procedures, commitments, preventative actions, performance outcomes and mitigation measures set out in the documents listed in Condition 1A unless otherwise specified in, or required under, this approval.	The proposed change can be carried out in accordance with all procedures, commitments, preventative actions, performance outcomes and mitigation measures set out in the documents listed in Condition 1A.	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 on the proposed change would commence within five years of the date on which the approval was granted	Yes
67	Modification 6 must be constructed and operated with the objective of minimising light spillage to surrounding properties. All lighting associated with the construction and operation of Modification 6 must be consistent with the requirements of AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting and relevant Australian Standards in the series AS/NZ 1158 – Lighting for Roads and Public Spaces. Additionally, mitigation measures must be provided to manage any residual night lighting impacts to protect properties adjoining or adjacent to the project, in consultation with affected landowners.	The proposed change would not impact upon compliance with this condition. This 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 undertaken in accordance with these Conditions of Approval and the communication strategy would account	Yes

No.	Condition of Approval	Discussion	Consistent
B2	<p>The Communication Strategy must:</p> <ul style="list-style-type: none"> <li>(a) identify people, organisations, councils and agencies to be consulted during the design and work phases of Modification 6;</li> <li>(b) identify details of the community and its demographics;</li> <li>(c) identify timing of consultation;</li> <li>(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;</li> <li>(e) detail the measures for advising the community in advance of upcoming construction including upcoming out-of-hours work as required by Condition D54;</li> <li>(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;</li> <li>(g) set out procedures and mechanisms: <ul style="list-style-type: none"> <li>(i) through which the community can discuss or provide feedback to the Proponent;</li> <li>(ii) through which the Proponent will respond to enquiries or feedback from the community;</li> <li>(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;</li> </ul> </li> <li>(h) address who will engage with the community, relevant councils and agencies</li> </ul>	for all works associated with the proposed change.	
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 Work and for a minimum for 12 months following completion of construction of Modification 6.	The proposed change would be undertaken in accordance with this CoA and complaints would be addressed as	Yes

No.	Condition of Approval	Discussion	Consistent
	<i>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.</i>	soon as practicable. The register would be provided to the Planning Secretary upon request.	
D1	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.	Air quality impacts associated with the proposed change would be managed in accordance with the CEMP and measures outlined in Modification 6.	Yes
D2	The clearing of native vegetation must be minimised with the objective of reducing impacts to threatened ecological communities and threatened species habitat.	With the objective to reduce impacts on threatened ecological communities and threatened species habitat, the clearing of vegetation due to the proposed change would be limited to non-native vegetation, planted native vegetation and/or groundcover. The footprint of the proposed change sites has been adjusted to minimise the amount of clearing to occur 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 proposed change would not require the clearing of any additional mapped plant community types.	Yes
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 Condition 1A of Schedule 1.	The proposed change would not impact compliance with this condition. The additional sites required by the proposed change would be surveyed for Southern Myotis habitat in accordance with this condition where required.	Yes

No.	Condition of Approval	Discussion	Consistent
	<i>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.</i>		
D10	<p>Prior to vegetation clearing, the Proponent must identify where it is practicable for Modification 6 to reuse native trees and vegetation that are to be removed. If it is not possible for Modification 6 to reuse removed native trees and vegetation, the Proponent must consult with one or more of the following; the relevant council(s), NSW National Parks &amp; Wildlife Service, Western Sydney Parklands Trust, Greater Sydney Local Land Services, Landcare groups, DPI Fisheries and any additional relevant government agencies. This consultation should determine if:</p> <p>(a) Hollows, tree trunks (greater than 25-30 centimetres in diameter and 2-3 metres in length), mulch, bush rock and root balls salvaged from native vegetation impacted by Modification 6</p> <p>(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.</p>	The clearing of non-native vegetation, planted native vegetation and/or groundcover proposed change 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.	The removal of planted trees for the proposed change would be undertaken in accordance with this CoA.	Yes
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 non-native vegetation and planted native vegetation for the proposed change would be undertaken in accordance with this CoA.	Yes
D13	Modification 6 must be constructed in a manner that minimises visual impacts of construction ancillary facilities, including providing screening of ancillary facilities, minimising light spill,	The provision of additional construction areas due to the proposed change, such as laydown areas for bridge construction,	Yes



No.	Condition of Approval	Discussion	Consistent
	and incorporating finishes within key elements of temporary structures that reflect the context within which the construction sites are located, including recognition of Country	would occur in accordance with this condition.	
D14	<p>The design and landscape outcomes of Modification 6 must:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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)</li> <li>(c) Have consideration of Designing with Country and the principles and objectives of the draft Connecting with Country Framework</li> <li>(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: <ul style="list-style-type: none"> <li>(iv) The interchanges with the M4 and M12 (including artwork installations)</li> <li>(v) The consistency of upgraded, modified and new noise barriers with the existing design</li> <li>(vi) Maximising the aesthetic consistency of the proposed bridge upgrades with the existing bridge structures.</li> </ul> </li> </ul> <p><i>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.</i></p>	The proposed change relates to construction and does not incorporate any new design elements. Landscaping in the areas disturbed by the proposed change would be undertaken in accordance with this condition.	Yes
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 new design elements.	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	The proposed change relates to construction and does not incorporate any new design elements. Landscaping in the areas disturbed by the proposed change would be undertaken in	Yes



No.	Condition of Approval	Discussion	Consistent
	requirements as agreed by the Planning Secretary, do not allow for alternative design outcomes.	accordance with the Design and Landscape Plan. A Tree Survey that includes information regarding the removal of trees as part of the proposed change would be included.	
D24	<p>A Vegetation Management Plan (VMP) must be prepared by a qualified ecologist to inform revegetation of creek-side vegetation (including all areas of River Flat Eucalyptus Forest identified for rehabilitation in the documents listed in Condition 1A of Schedule 1), and must be included as part of the DLP. The VMP must include:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(b) site specific plans and rehabilitation measures for each area to be rehabilitated; and</li> <li>(c) specific measures to address weed management, erosion and sediment control/bank stabilization, rubbish removal and habitat supplementation.</li> </ul> <p>The VMP must be prepared in consultation with a qualified bushland regenerator.</p>	No creek-side vegetation would be disturbed as part of the proposed change.	Yes
D32	All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects.	The proposed change would not impact upon any Aboriginal objects and would be in compliance with this condition.	Yes
D34	Where previously unidentified Aboriginal objects are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects and places must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the Unexpected Heritage Finds and Human Remains Procedure required by Condition D35 and include registration in the Aboriginal Heritage Information Management System (AHIMS).	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

No.	Condition of Approval	Discussion	Consistent
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 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).	<p>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 proposed change is located directly adjacent to the approved project construction footprint and impacts from the proposed change would be consistent with approved project (see section 4.4 for further details). Therefore, the detailed land use survey sufficiently encompasses the sensitive receivers impacted by the proposed change.</p> <p>The results of this survey is located within the M7-M12 Integration project Construction Noise and Vibration Management Sub-plan.</p>	Yes
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	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.	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

No.	Condition of Approval	Discussion	Consistent
	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.		
D40	<p>Notwithstanding Conditions D38 and D39 work may be undertaken outside the hours specified in the following circumstances (a, b or c):</p> <p>(a) Safety and Emergencies, including:</p> <ul style="list-style-type: none"> <li>(vii) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or</li> <li>(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.</li> </ul> <p>On becoming aware of the need for emergency work in accordance with Condition D40(a), the AA, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best 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.</p> <p>(b) Work that meets any of the following criteria:</p> <ul style="list-style-type: none"> <li>(i) Work that causes LAeq(15 minute) noise levels: <ul style="list-style-type: none"> <li>• no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and</li> <li>• no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); or</li> </ul> </li> <li>(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;</li> <li>(iii) Work that causes: <ul style="list-style-type: none"> <li>• 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</li> <li>• 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).</li> </ul> </li> </ul> <p>(c) By Approval, including:</p>	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
	<ul style="list-style-type: none"> <li>(i) where different construction hours are permitted or required under an EPL in force in respect of Modification 6; or</li> <li>(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</li> <li>(iii) negotiated agreements with directly affected residents and sensitive land use(s).</li> </ul>		
D41	<p>An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which is outside the hours defined in Condition D38, and that are not subject to an EPL. The Protocol must be prepared in consultation with the ER and AA. The Protocol must include:</p> <ul style="list-style-type: none"> <li>(a) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: <ul style="list-style-type: none"> <li>(i) the ER and AA review all proposed out-of-hours activities and confirm their risk levels,</li> <li>(ii) low risk activities can be approved by the ER in consultation with the AA, and</li> <li>(iii) high risk activities that are approved by the Planning Secretary;</li> </ul> </li> <li>(b) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria;</li> <li>(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;</li> <li>(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</li> <li>(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.</li> </ul> <p>The Protocol must be submitted to and approved by the Planning Secretary before commencement of the out-of-hours work and implemented during Work which is outside the hours defined in Conditions D38 and not subject to an EPL.</p> <p>Adherence to the Protocol does not apply if the requirements of Condition D40(a) or (b) are met.</p>	<p>Any works undertaken outside of standard hours as part of the proposed change would be undertaken in accordance with this condition</p>	<p>Yes</p>

No.	Condition of Approval	Discussion	Consistent
	<p><i>Notes:</i></p> <ol style="list-style-type: none"> <li><i>Conditions D54 and D55 provide additional parameters to be considered.</i></li> <li><i>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.</i></li> </ol>		
D42	<p>Mitigation measures must be implemented with the aim of achieving the following construction noise and vibration outcomes:</p> <ol style="list-style-type: none"> <li>Construction 'Noise affected' NMLs established using the Interim Construction Noise Guideline (DECC, 2009)</li> <li>Vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure)</li> <li>Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives"</li> <li>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</li> <li>The vibration limits set out in the German Standard DIN 4150-3: Structural Vibration effects of vibration on structures (for structural damage).</li> </ol> <p>Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan</p>	<p>The proposed change would not impact upon compliance with this condition. Works undertaken as part of the proposed change would be managed in accordance with the Noise and Vibration CEMP sub-plan.</p>	Yes
D44	<p>Mitigation measures must be applied when the following residential ground-borne noise levels are exceeded:</p> <ol style="list-style-type: none"> <li>evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and</li> <li>night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A).</li> </ol> <p>The mitigation measures must be outlined in the Noise and Vibration CEMP Sub-plan, including in any Out-of-Hours Work Protocol, required by Condition D41.</p>	<p>Ground-borne noise associated with the proposed change would be managed in accordance with this condition.</p>	Yes
D45	<p>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</p>	<p>Works undertaken as part of the proposed change which are in the vicinity of noise and vibration sensitive receivers</p>	Yes

No.	Condition of Approval	Discussion	Consistent
	during sensitive periods, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution.	and critical work areas would be in compliance with this condition.	
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.	Works associated with the proposed change would be in accordance with this condition.	Yes
D47	Construction Noise and Vibration Impact Statements (CNVIS) must be prepared for work that may exceed the noise management levels, vibration criteria and/or ground-borne noise levels specified in Condition D42 and Condition D44 at any residence outside construction hours identified in Condition D38, or where receivers will be highly noise affected. The CNVIS must include specific mitigation measures identified through consultation with affected sensitive land use(s) and the mitigation measures must be implemented for the duration of the works. A copy of the CNVIS must be provided to the AA and ER prior to the commencement of the associated works. The Planning Secretary may request a copy/ies of CNVIS.	Works associated with the proposed change would be in accordance with this condition.	Yes
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 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

No.	Condition of Approval	Discussion	Consistent
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 sited identified in Preliminary Site Investigation in Condition 1A of Schedule 1 must be prepared, or reviewed and approved by a Contaminated Land Consultant certified under either the Environment Institute of Australia or New Zealand's "Certified Environmental Practitioner" (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia "Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme. The Detailed Site Investigations must be undertaken before ground disturbance in areas identified in the documents under Condition 1A of Schedule 1 as moderate to high risk contamination.	Detailed site investigations have been conducted for the approved project. Two sites of the proposed change would intersect with a potential moderate to high risk site of contamination (Veolia Environmental Services Pty Ltd). The proposed change would comply with this condition.	Yes
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 comply with this condition.	Yes
76	The Unexpected Finds Procedure for Contamination must be implemented during work.	Any unexpected contamination identified during construction of the proposed change would be managed in accordance with the Unexpected Finds Procedure for Contamination required by this condition.	Yes



No.	Condition of Approval	Discussion	Consistent
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 comply with this condition.	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. <i>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</i>	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 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.	Any additional local road required to access the proposed change that is not listed in Table 6-6 of Appendix D of Modification 6, such as Saxony Road, would be approved by the Planning Secretary and included in the Traffic, Transport and Access Management CEMP sub-plan.	Yes
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 comply with this condition. Where sites would impact the shared path, alternate routes would be implemented that would maintain safe cyclist and pedestrian access.	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 comply with this condition. Where the proposed change might affect the shared path, alternate routes would be identified in accordance with the requirements of this condition.	Yes



No.	Condition of Approval	Discussion	Consistent
	<p>(d) Relevant Crime Prevention Through Environmental Design (CPTED) principles</p> <p>(e) Recommendations arising from consultation with relevant Councils, Bicycle NSW, Bike North, the CAMWEST Bicycle User Group and other relevant local bicycle user groups, where reasonable.</p> <p>Where site constraints prevent the provision of temporary active transport facilities that achieve the requirements of (a) - (e) listed above, the Proponent must write to the Planning Secretary identifying:</p> <p>(i) Where the temporary active transport facilities are located</p> <p>(ii) Which elements of the requirements of Condition D91 (a) - (e) cannot be met and why this is acceptable.</p> <p><i>Note: In the event of an inconsistency, the latest guidance document prevails to the extent of the inconsistency.</i></p>		
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 would comply with this condition.	Yes
D99	<p>A Utilities Management Strategy must be prepared and implemented for all utility work undertaken as a result of the SSI. The Strategy must identify how utility Work (excluding Low Impact Work) will be defined and managed. The Utilities Management Strategy must include:</p> <p>(a) A description of all utility Work to be undertaken; and</p> <p>(b) Management measures to be implemented to manage dust, noise, traffic, access, lighting and other relevant impacts associated with utility Work.</p> <p>The Utilities Management Strategy must be submitted to the Planning Secretary for approval at least one month before the commencement of utility Work.</p>	The proposed change would comply with this condition. Any additional utility work performed as part of the proposed change would be integrated into the existing Utilities Management Strategy.	Yes
D101	<p>Waste generated during construction and operation must be dealt with in accordance with the following priorities:</p> <p>(a) Waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced</p> <p>(b) Where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered</p>	The proposed change would comply with this condition.	Yes

No.	Condition of Approval	Discussion	Consistent
	(c) Where re-using, recycling or recovering waste is not possible, waste must be treated or disposed of.		

The proposed change can be accommodated within the CoA and no changes to the CoA are required.

## 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 projects ability to meet the environmental management measure.

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

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
B1	<p>A Biodiversity Management Plan will be developed to include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• A Microbat Management Plan by a microbat specialist to be created (prior to construction)</li> <li>• Environmental site inductions</li> <li>• 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)</li> <li>• Methods of vegetation removal</li> <li>• Protocols for tree clearing including preclearing surveys and mitigation measures for any fauna encountered</li> <li>• Erosion and sediment controls including dust suppression and minimisation of dust generation</li> <li>• Rehabilitation methods including management of native and riparian vegetation, weeds, fauna habitat</li> <li>• 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)</li> <li>• Regular scheduled litter and waste removal from the study area</li> </ul>	<p>The Biodiversity Management Plan would be adhered to, and the proposed change is consistent with this mitigation measure.</p>	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	<ul style="list-style-type: none"> <li>Implementation of an unexpected species find procedure, particularly for bridge widenings and microbats</li> <li>Habitat will be replaced or re-instated in accordance with Guide 5: Re-use of woody debris and bushrock and Guide 8: Nest boxes of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011)</li> <li>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</li> <li>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).</li> </ul>		
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.	If required, sites associated with the proposed change would be surveyed in accordance with this mitigation measure and in accordance with the Bat Management Plan developed as part of the Flora and Fauna Management Plan.	Yes
T1	<p>A CTAMP will be prepared as part of the CEMP in consultation with Transport, relevant local councils and in accordance with relevant guidelines including consideration for:</p> <ul style="list-style-type: none"> <li>Staggering shift times to minimise the hourly traffic generation</li> <li>Encouraging the use of alternative transport modes, carpooling, measures that minimise traffic generation associated with worker arrival, departures and movements between sites</li> <li>Using shuttle buses to move workers between sites</li> <li>Minimising road closures that would likely have large impacts to the network</li> <li>Pedestrian and cyclist access management plan</li> </ul>	The proposed change would be managed in accordance with the CTTMP.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	<ul style="list-style-type: none"> <li>Parking and access management plan.</li> </ul>		
T3	Movements of haulage vehicles will be planned to minimise movements on the road network during the AM and PM peak periods where practicable.	No additional haulage routes are required. The proposed change is consistent with this mitigation measure.	Yes
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
NV2	<p>All residents affected by noise from the proposed modification which are expected to experience an exceedance of the construction noise management levels should be consulted about the proposed modification prior to the commencement of the particular activity, with the highest consideration given to those that are predicted to be most affected as a result of the works. The information provided to the residents should include:</p> <ul style="list-style-type: none"> <li>Programmed times and locations of construction work</li> <li>The hours of the proposed modification works</li> <li>Construction noise and vibration impact predictions</li> <li>Construction noise and vibration mitigation measures being implemented on site.</li> </ul> <p>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).</p>	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
NV4	Details of all out of hours work required will form part of the CNVMP.	Works associated with the proposed change would be	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	<p>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.</p> <p>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.</p> <p>Deliveries will be carried out during standard construction hours where feasible and reasonable.</p>	undertaken in accordance with this mitigation measure.	
NV5	<p>A protocol, formed as part of the CNVMP, will be developed to identify the need for and provision of respite measures for residential receivers in accordance with the ICNG. Respite measures may include the restriction to the hours of construction activities resulting in impulsive or tonal noise (such as rock hammering, pile driving), or other appropriate measures agreed between the contractor and residential receiver such as alternative accommodation.</p>	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
NV7	<ul style="list-style-type: none"> <li>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</li> <li>Site access and egress points will be located away from residences and other sensitive land uses, where feasible and reasonable</li> <li>Deliveries and spoil removal will be planned to avoid queuing of trucks on or around the construction ancillary facilities</li> <li>Construction sites will be arranged to limit the need for reversing associated with regular / repeatable movements (e.g. trucks transporting spoil) to minimise the use of reversing alarms</li> <li>Where feasible and reasonable, non-tonal reversing alarms will be used, taking into account the requirements of the Workplace Health and Safety legislation.</li> <li>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</li> </ul>	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	vehicle movements outside of standard construction hours will be included in the CNVMP.		
NV11	<p>Additional mitigation measures are provided in CNVG. These measures are applied after standard noise mitigation measures have been applied and where the noise levels are still exceeding the noise management levels.</p> <p>Additional mitigation measures include:</p> <ul style="list-style-type: none"> <li>• Notification (letterbox drop or equivalent) to give advanced warning of works</li> <li>• Specific notifications to identified stakeholders</li> <li>• Phone calls</li> <li>• Individual briefings</li> <li>• Respite offers, to be considered where there are high noise and vibration generating activities near receivers</li> <li>• Respire Period One where there is out of hours construction noise</li> <li>• Respite Period Two where there is high time construction noise</li> <li>• Duration respite where long periods of noise and vibration will be generated</li> <li>• Alternative accommodation for residents where there are highly intrusive noise levels</li> <li>• Verification, such as noise monitoring.</li> </ul>	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
NV12	<p>Equipment size will be selected taking into account the minimum working distances and the distance between the area of construction and the most affected sensitive receiver.</p> <p>The use of less vibration intensive methods of construction or equipment will be considered where feasible and reasonable when working in proximity to existing structures.</p> <p>Equipment will be maintained and operated in an efficient manner, in accordance with manufacturer's specifications, to reduce the potential for adverse vibration impacts.</p>	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes
NV13	<p>If the use of vibration intensive plant cannot be avoided within the minimum working distance for cosmetic damage the following procedure will occur as a minimum:</p> <ul style="list-style-type: none"> <li>• Notification of the works to the affected residents and community.</li> </ul>	Works associated with the proposed change would be	Yes

No.	Statement of Commitment / mitigation measure	Discussion	Consistent
	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>	undertaken in accordance with this mitigation measure.	
C4	Contamination within the Westlink M7 lease area will be managed in accordance with the existing or updated Operational 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.	Works associated with the proposed change would be undertaken in accordance with this mitigation measure.	Yes

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 the Modification 6 Report 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. 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 Consolidated Approval. No CoA would need to be amended due to the proposed change.	Yes
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	The proposed change would be generally in accordance with the documents listed in Standard Condition 1A of the Consolidated Approval, being:	Yes

Consistency question	Discussion	Consistent
incorporated in Standard Condition 1A?	<ul style="list-style-type: none"> <li>Westlink M7 Widening Modification Report prepared by Transport for NSW and dated August 2022; and</li> <li>Westlink M7 Widening Submissions Report prepared by Transport for NSW and dated November 2022</li> </ul>	
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 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?	The magnitude of the proposed change is minor in comparison to the approved project. As described in section 3.2 and section 5, the proposed change is consistent with the approved project.	Yes

## 6. Consistency assessment – EPBC Approval

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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 Department of Climate Change, Energy, the Environment and Water (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 DCCEEW.

## 7. Conclusion

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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 approved project approval must be prepared and submitted for approval by the Minister.~~
- ☒ Consistent with the EPBC Approval (or does not require 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 approved project and as such a new project should be developed with new and separate planning approvals obtained as necessary.~~

## 8. Other considerations

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### 8.1 Permits, licenses and other approvals

One additional local road that is not mentioned for use in the EAD would be required for access due to the proposed change. An area of Saxony Road adjacent to Wallgrove Road would be required for access to bridge construction areas.

In accordance with CoA D83,

*“Local roads proposed to be used by heavy vehicles to directly access the construction boundary and ancillary facilities that are not listed in Table 6-6 of Appendix D of the Modification Report (as listed in Condition 1A(a) of Schedule 1) must be approved by the Planning Secretary and included in the Traffic, Transport and Access Management CEMP Sub-plan.”*

Planning Secretary approval will be obtained prior to the use of Saxony Road by heavy vehicles to directly access the construction boundary and ancillary facilities. Work associated with Saxony Road would be included in the Construction Traffic and Transport Management Plan (CTTMP).

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

### 8.2 Recommendations

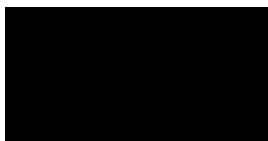
There are no additional recommendations. Construction of the proposed change would be managed in accordance with the CoA and environmental management measures outlined in the EAD.

## 9. Certification

### Author

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

Name



Signature



Position

Principal Environmental Planner

Date

22 December 2023

Organisation

AECOM Australia Pty Ltd

### Transport for NSW

The proposed change, subject to the implementation of all the environmental requirements of the , is consistent with the Division 5.2 Approval with the Division 5.2 Approval and a modification is required.

Name



Name

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Signature

Signature

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Position

Senior Environment and  
Sustainability Officer

Position

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Date

22 December 2023

Date

---

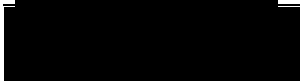
I have examined the proposed change by reference to the Division 5.2 Approval in accordance with section 5.25(2) of the EP&A Act [for Part 3A projects replace reference to 115ZI(2) with 75W and I have examined the proposed change by reference to the EPBC Approval. I consider that the proposal is consistent / is not consistent with the Division 5.2 Approval and EPBC Approval.

I agree / do not agree with the recommendations of the [Insert above Transport signatory eg Transport Environment Officer] and approve / do not approve of the carrying out the proposed change in accordance with those recommendations.

Name



Signature



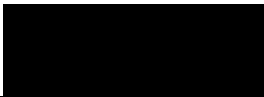
Position

A/ Transport Senior Environment and Sustainability Manager

Date

22 December 2023

Name



Signature



Position

Project Director - M12/M7 Integration

Date

22 December 2023

## 10. References

---

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

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

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

Transport for NSW, 2022b. Westlink M7 Widening, Noise and vibration technical report

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








# Appendix A

## Environmental constraints map figure series

## M7 CONSISTENCY ASSESSMENT

### OVERVIEW OF PROPOSED CHANGE - SHEET A-1

### Legend



-  Approved construction footprint
-  Proposed change - boundary realignment for roadworks
-  Proposed change - boundary realignment for construction access and roadworks
-  Proposed change site ID
-  Highly noise affected receiver

— Watercourse




## Heritage

- AHIMS record

## Ecology

-  Southern Myotis area record  
 Modified project biodiversity offset area

PCT and condition

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

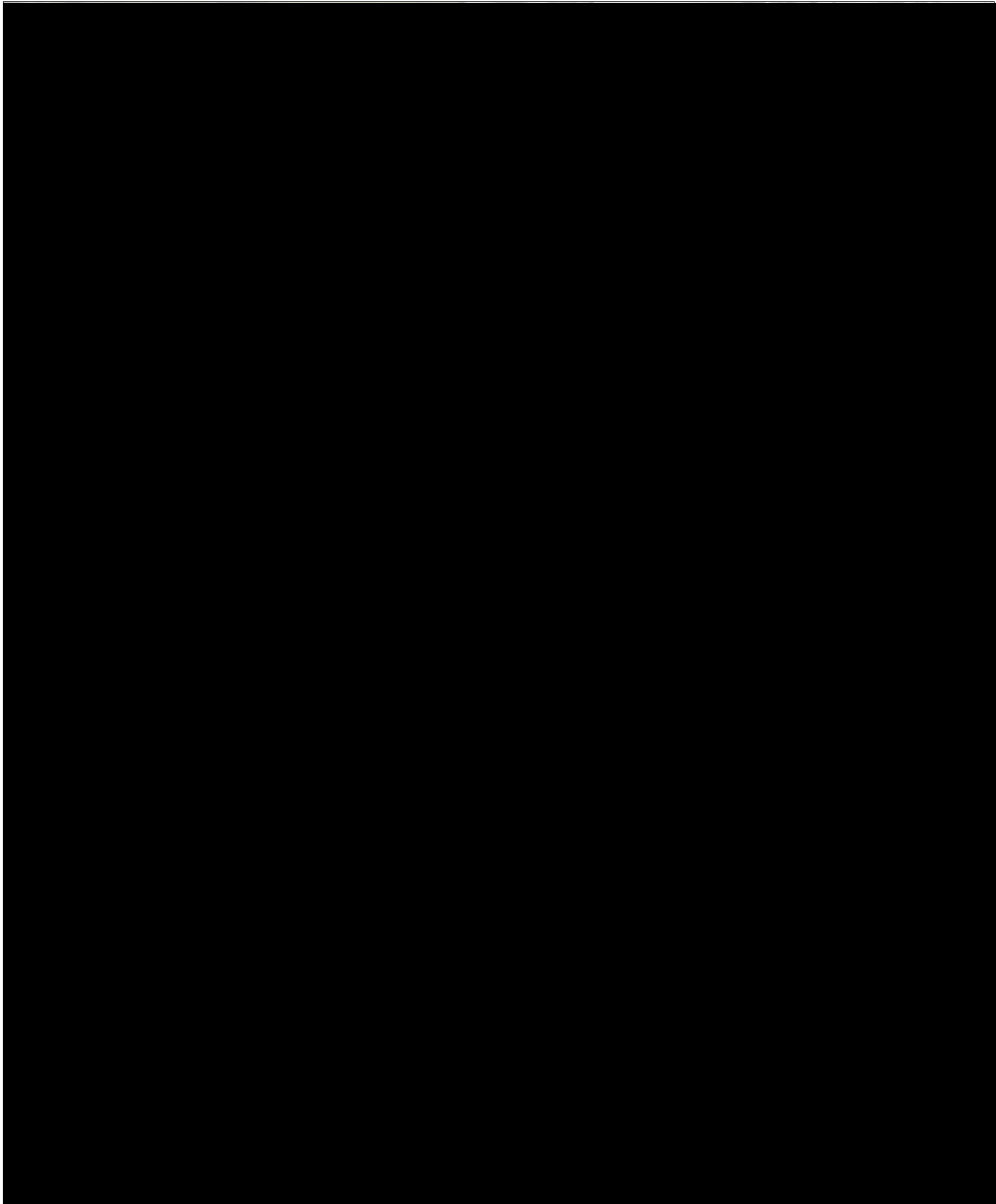


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M7 CONSISTENCY ASSESSMENT  
OVERVIEW OF PROPOSED CHANGE -  
SHEET A-2

Legend

- Approved construction footprint
- Proposed change - boundary  
realignment for construction access
- Proposed change - boundary  
realignment for roadworks
- 10

 Proposed change site ID
- Highly noise affected receiver

 Watercourse Heritage AHIMS record

Ecology

- Southern Myotis area record
- Southern Myotis potential habitat
- Modified project biodiversity offset area
- PCT and condition
- PCT 724 (moderate)
- PCT 725 (moderate)
- PCT 1737 (high)
- PCT 1737 (moderate)
- PCT 1800 (moderate)
- PCT 1800 (poor)

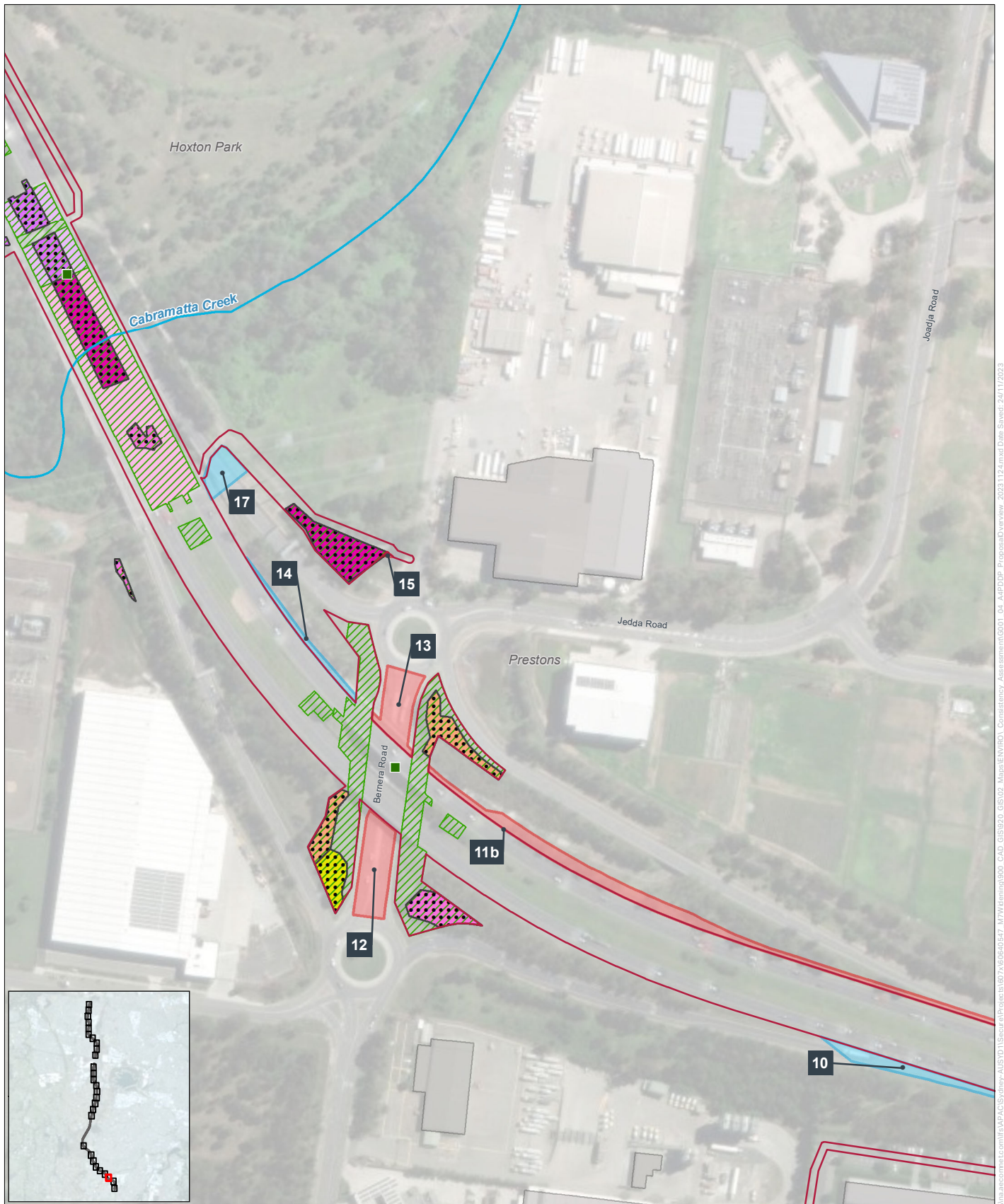


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## M7 CONSISTENCY ASSESSMENT OVERVIEW OF PROPOSED CHANGE - SHEET A-3

### Legend

- Approved construction footprint
- Proposed change - boundary
- Proposed change - boundary realignment for construction access
- Proposed change - boundary realignment for roadworks
- 10** Proposed change site ID
- Highly noise affected receiver
- Watercourse

### Ecology

- Southern Myotis area record
- Southern Myotis potential habitat
- Modified project biodiversity offset area

### PCT and condition

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



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## M7 CONSISTENCY ASSESSMENT

### OVERVIEW OF PROPOSED CHANGE -

#### SHEET A-4

### Legend

- ☐ Approved construction footprint  
☐ Proposed change - boundary realignment for construction access

-  Proposed change - boundary realignment for roadworks

- 10 Proposed change site ID

- Highly noise affected receiver




\*No vegetation clearing at site 20c

— Watercourse







- ## Heritage
- AHIMS record

## Heritage

## Ecology

-  Southern Myotis area record
-  Southern Myotis potential habitat
-  Modified project biodiversity offset area

### PCT and condition

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

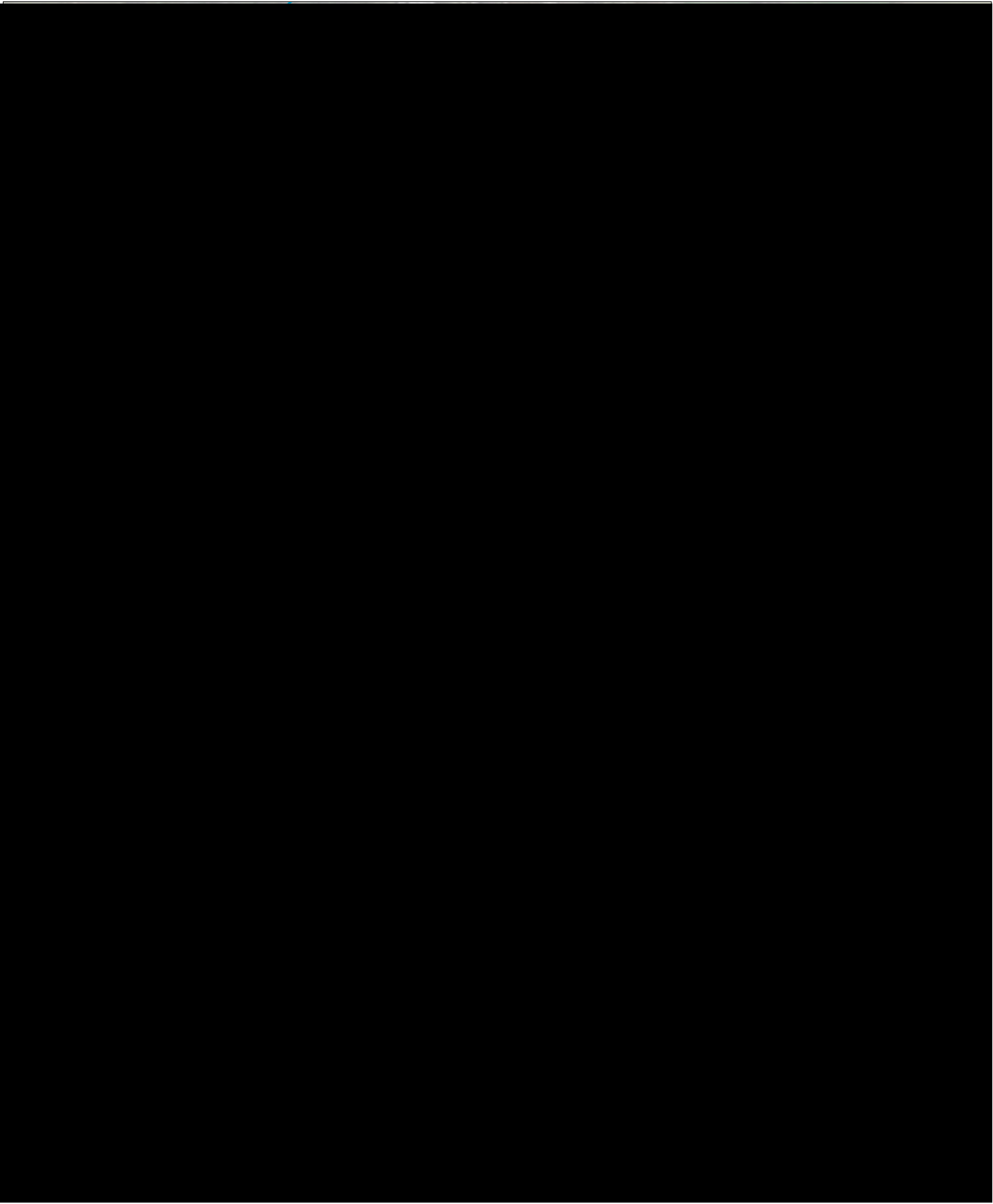


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M7 CONSISTENCY ASSESSMENT  
OVERVIEW OF PROPOSED CHANGE -  
SHEET A-5

Legend

- Approved construction footprint
- Proposed change - boundary realignment for roadworks
- 10 Proposed change site ID
- Highly noise affected receiver

- Watercourse
- Heritage
  - AHIMS record

Ecology

- Southern Myotis area record
- Southern Myotis potential habitat
- Modified project biodiversity offset area

PCT and condition

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



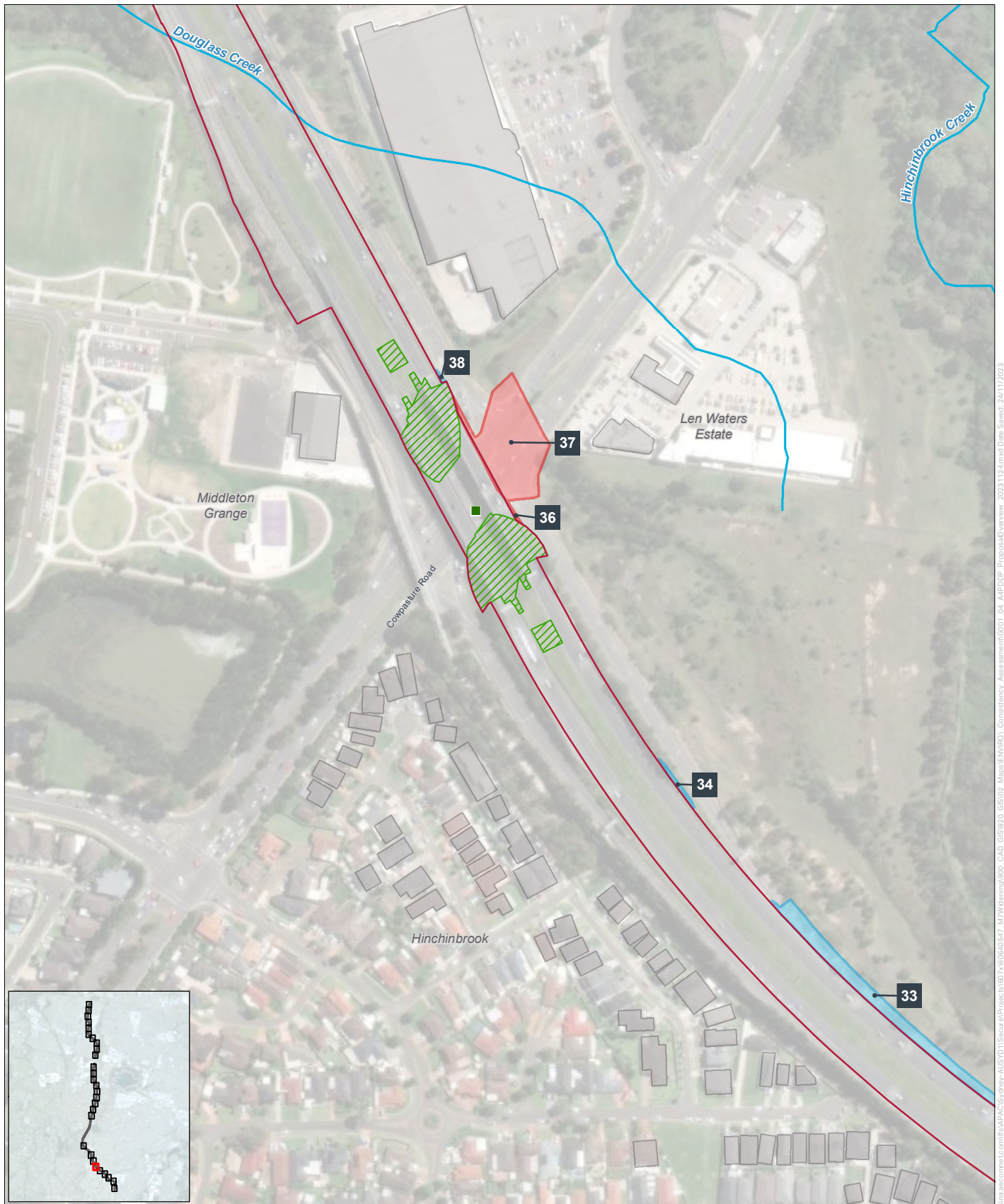
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## M7 CONSISTENCY ASSESSMENT OVERVIEW OF PROPOSED CHANGE - SHEET A-6

### Legend

- Approved construction footprint
- Proposed change - boundary realignment for construction access
- Proposed change - boundary realignment for roadworks
- 10 Proposed change site ID
- Highly noise affected receiver
- Watercourse

### Ecology

- Southern Myotis area record
- Southern Myotis potential habitat



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### Legend

- Watercourse

## Heritage

- ## Ecology

- ### PCT and condition

- 

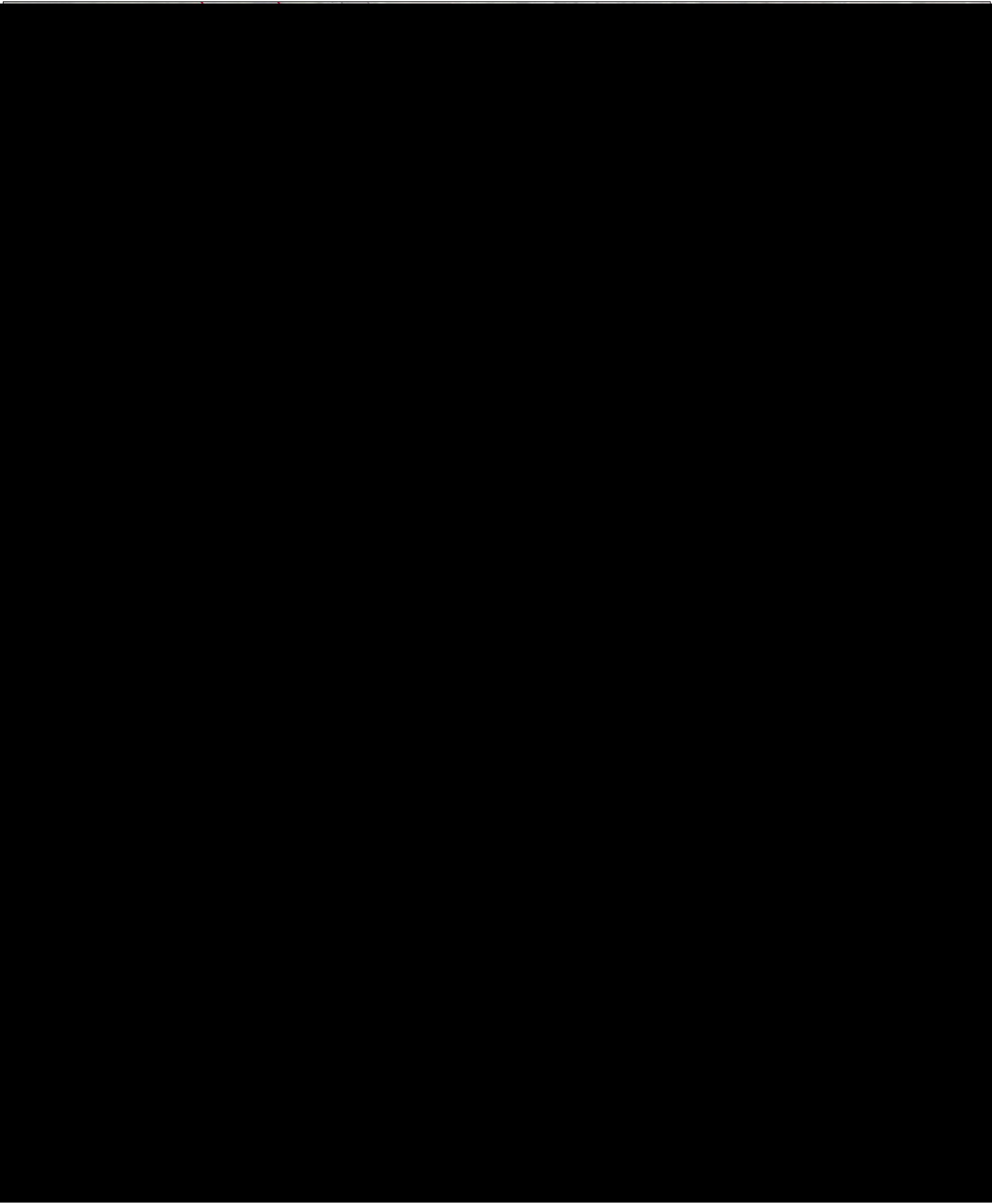
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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-8**




**Legend**

-  Approved construction footprint
-  Proposed change - boundary realignment for roadworks
-  Proposed change site ID
-  Highly noise affected receiver





**Heritage**

-  AHIMS record

**Ecology**

-  Southern Myotis area record
-  Southern Myotis potential habitat
-  Modified project biodiversity offset area

**PCT and condition**

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



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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-9**

**Legend**



-  Approved construction footprint
-  Proposed change - boundary realignment for roadworks
-  Proposed change site ID

-  Watercourse
- Heritage**
  -  AHIMS record

**Ecology**

-  Southern Myotis area record
-  Southern Myotis potential habitat
-  Modified project biodiversity offset area

**PCT and condition**

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



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# M7 CONSISTENCY ASSESSMENT OVERVIEW OF PROPOSED CHANGE - SHEET A-10

## Legend

- Approved construction footprint
- Proposed change - boundary realignment for roadworks
- 10 Proposed change site ID
- Highly noise affected receiver
- Watercourse

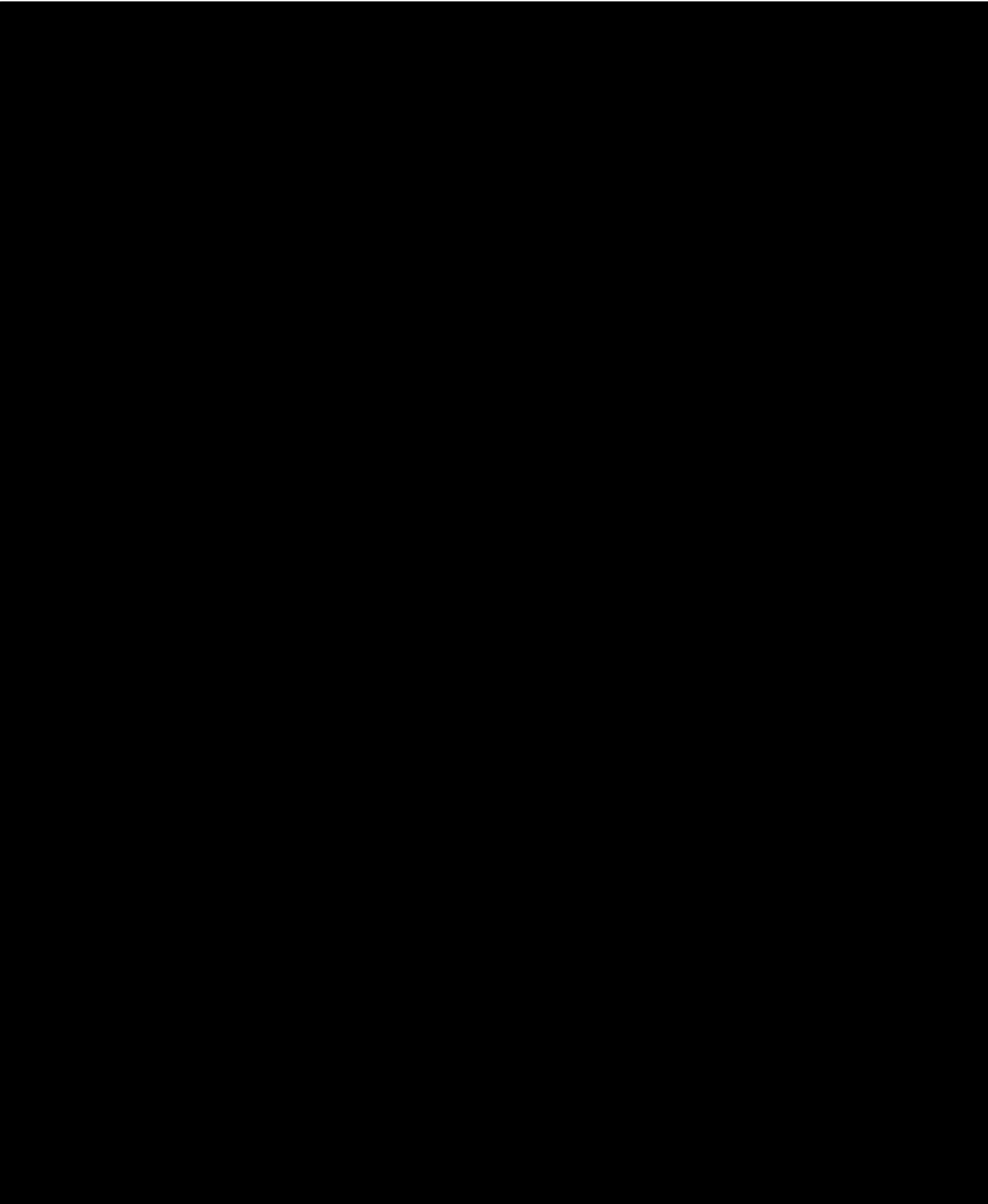


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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-11**



**Legend**

-  Approved construction footprint
-  Proposed change - boundary realignment for construction access
-  Proposed change site ID
-  Highly noise affected receiver

**Heritage**

-  AHIMS record

**Ecology**

-  Southern Myotis area record
-  Southern Myotis potential habitat



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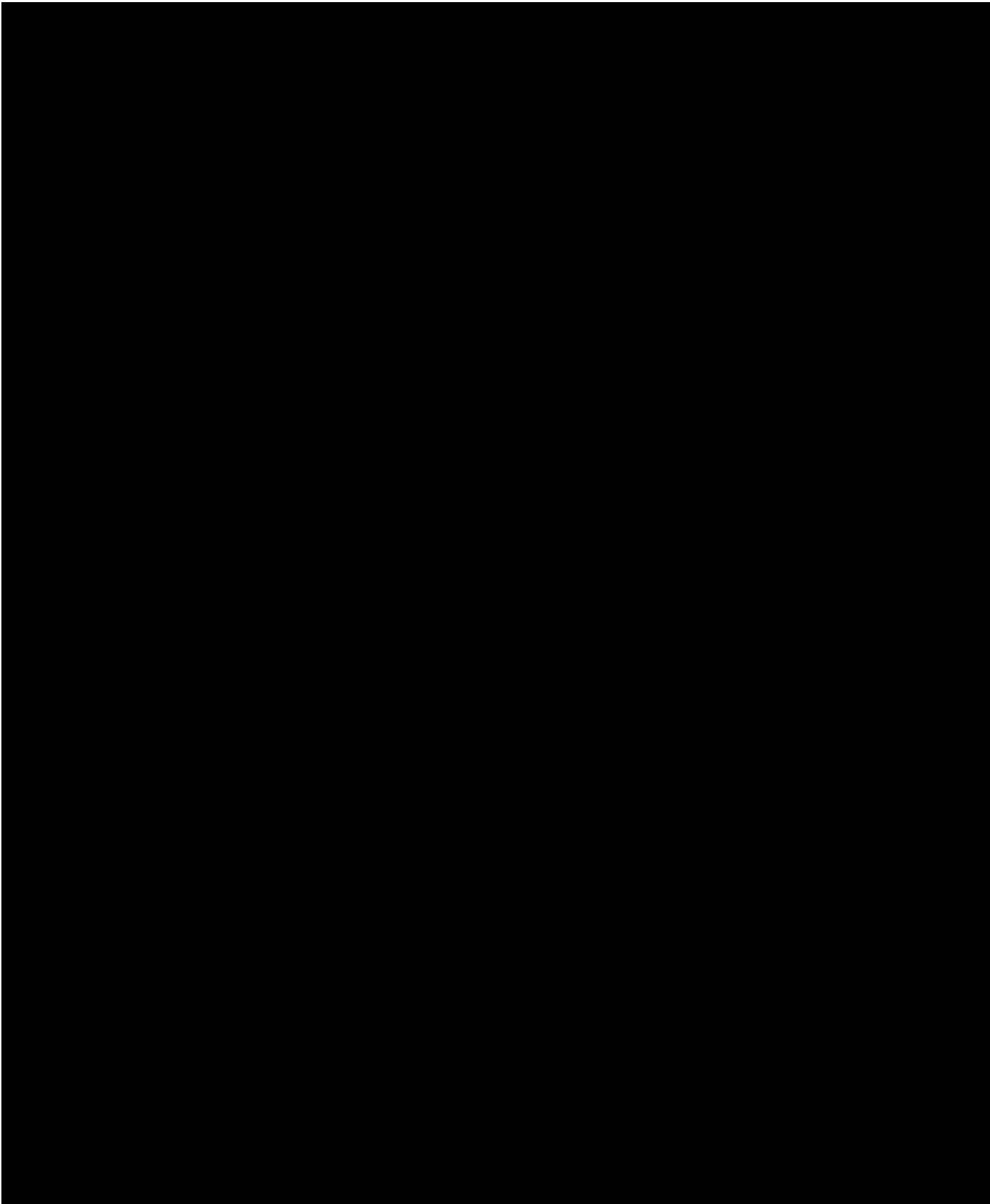
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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-13**

**Legend**

-  Approved construction footprint
-  Proposed change - boundary realignment for construction access
-  Proposed change - boundary realignment for roadworks
-  Proposed change site ID
-  Highly noise affected receiver

-  Watercourse
- Heritage**
-  AHIMS record

**Ecology**

-  Southern Myotis area record
-  Southern Myotis potential habitat
-  Modified project biodiversity offset area
- PCT and condition**
-  PCT 835 (low)



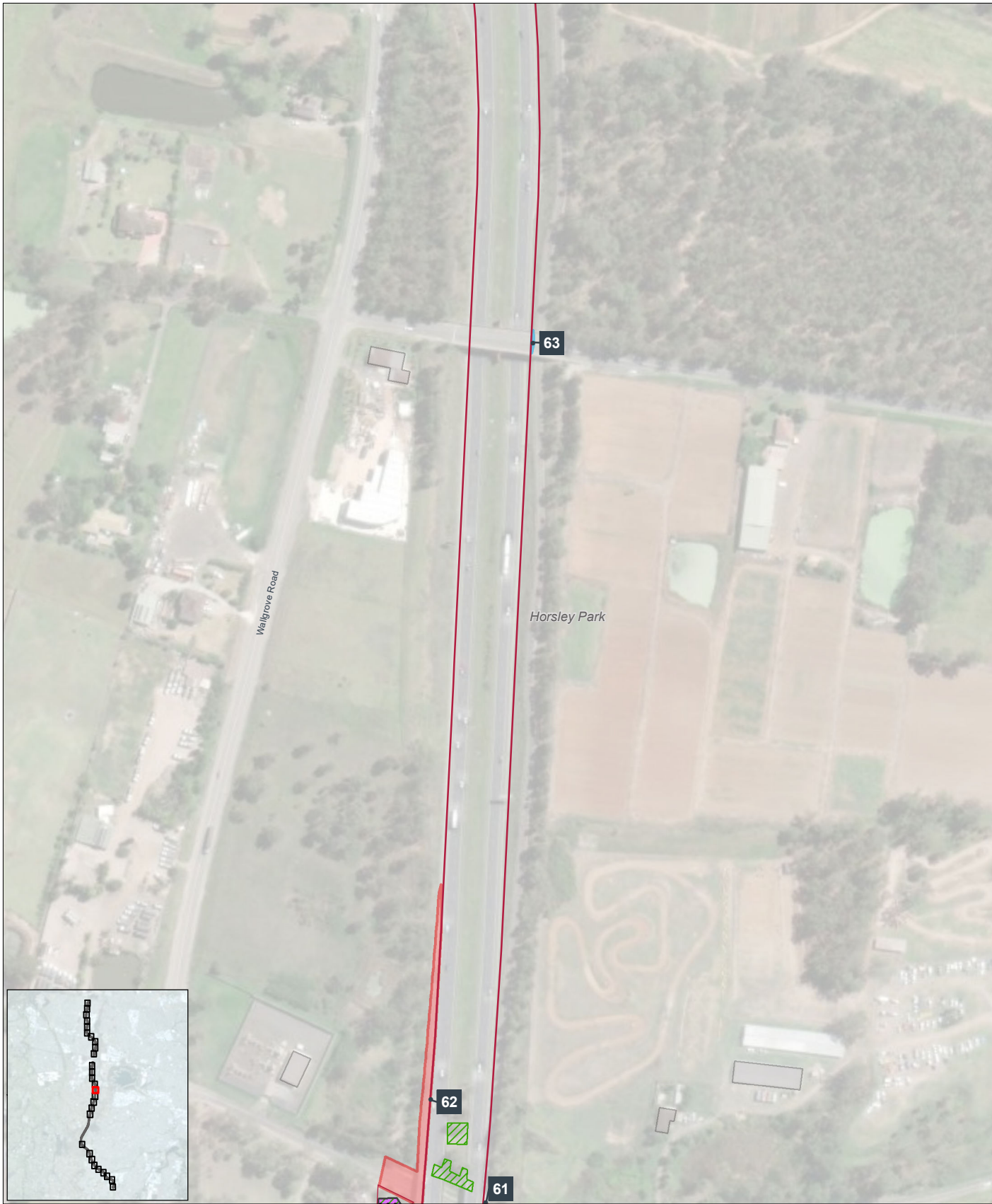
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# M7 CONSISTENCY ASSESSMENT OVERVIEW OF PROPOSED CHANGE - SHEET A-14

## Legend

- Approved construction footprint
- Proposed change - boundary realignment for construction access
- Proposed change - boundary realignment for roadworks
- 10 Proposed change site ID
- Highly noise affected receiver

## Ecology

- Southern Myotis area record
- Modified project biodiversity offset area
- PCT and condition
- PCT 835 (low)



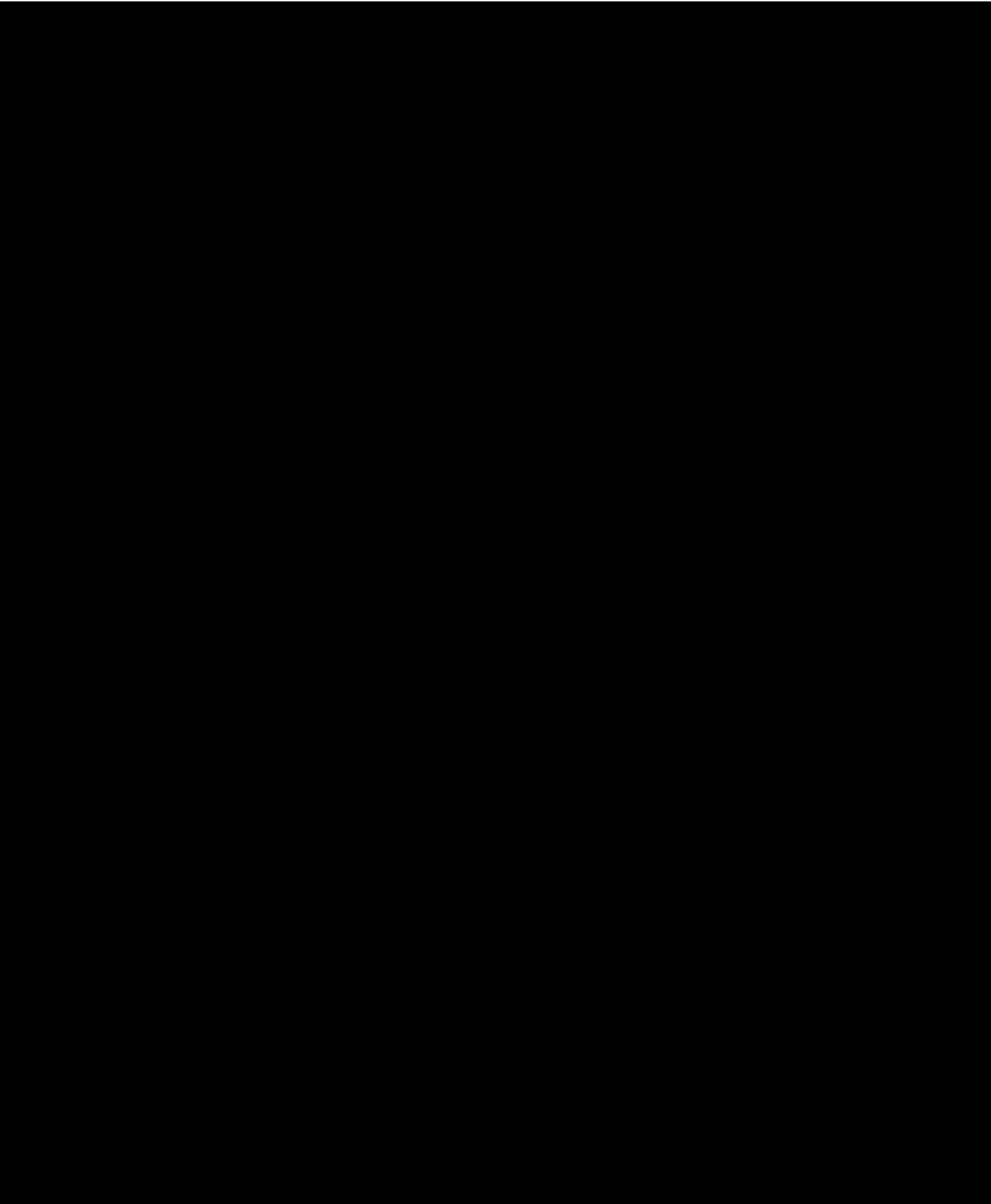
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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-15**

**Legend**

-  Approved construction footprint
-  Proposed change - boundary  
realignment for roadworks
-  Proposed change site ID
-  Highly noise affected receiver

**Heritage**

-  AHIMS record



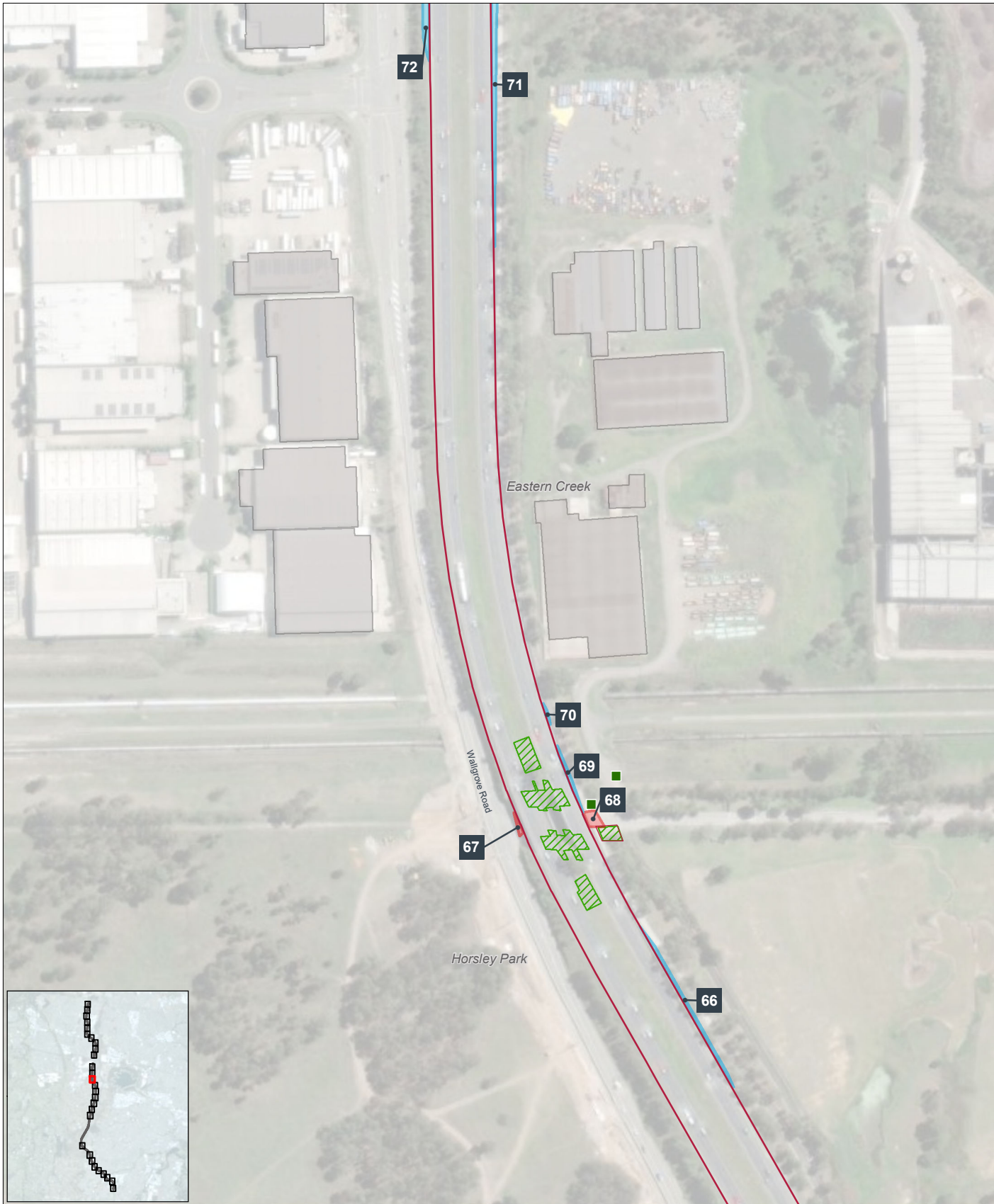
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# M7 CONSISTENCY ASSESSMENT OVERVIEW OF PROPOSED CHANGE - SHEET A-16

## Legend

- Approved construction footprint
- Proposed change - boundary realignment for construction access
- Proposed change - boundary realignment for roadworks
- 10 Proposed change site ID
- Highly noise affected receiver

## Ecology

- Southern Myotis area record
- Southern Myotis potential habitat



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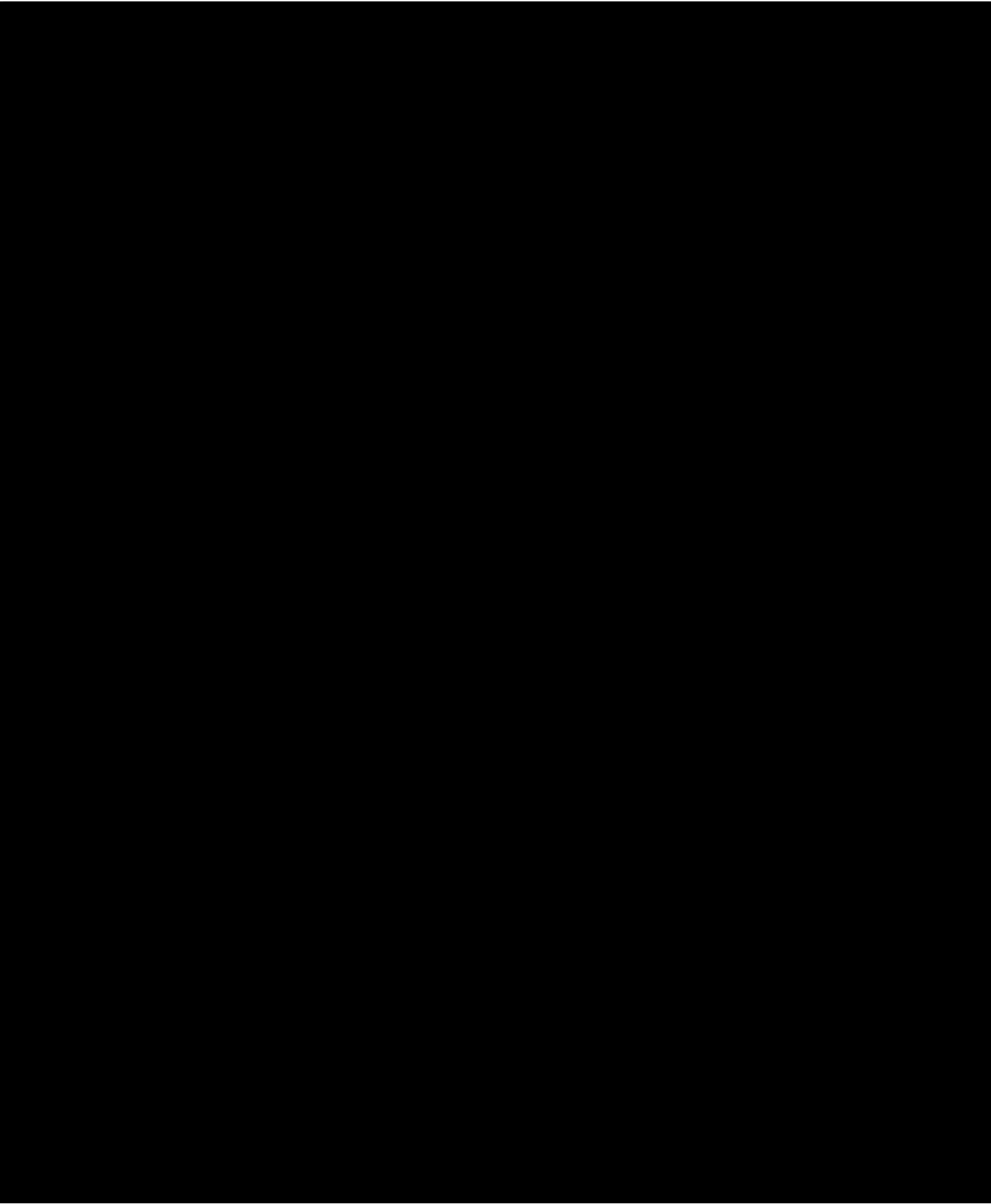
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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-18**

**Legend**

-  Approved construction footprint
-  Proposed change - boundary realignment for construction access
-  Proposed change - boundary realignment for roadworks
-  Proposed change site ID
-  Highly noise affected receiver

-  Watercourse
- Heritage**
-  AHIMS record

**Ecology**

-  Southern Myotis area record
-  Southern Myotis potential habitat
-  Modified project biodiversity offset area
- PCT and condition**
-  PCT 849 (low)
-  PCT 1800 (moderate)

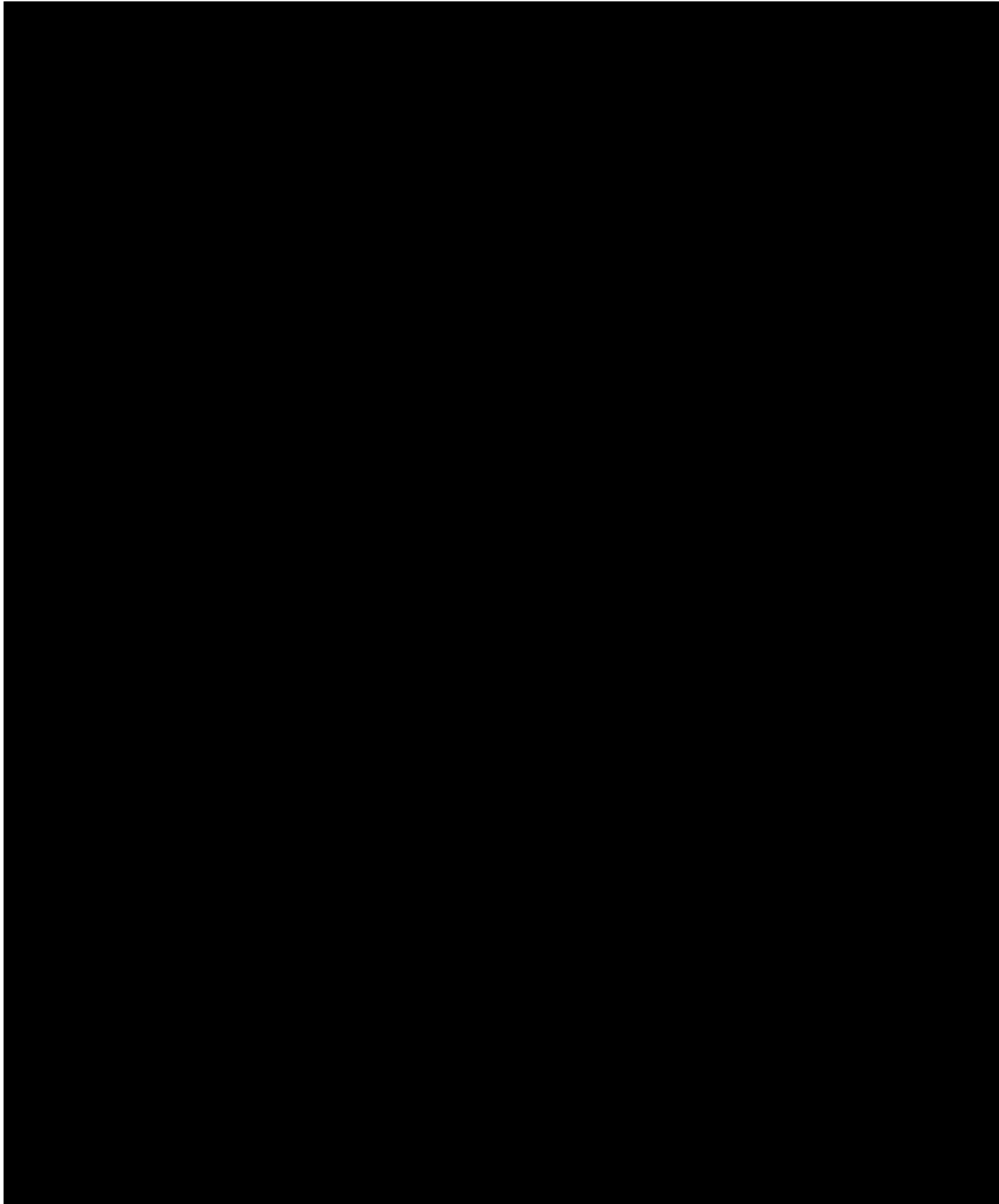


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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-19**



**Legend**

-  Approved construction footprint
-  Proposed change - boundary  
realignment for construction access
-  Proposed change - boundary  
realignment for roadworks
-  10 Proposed change site ID
-  Highly noise affected receiver

**Heritage**

-  AHIMS record

**Ecology**

-  Southern Myotis area record
-  Southern Myotis potential habitat



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## M7 CONSISTENCY ASSESSMENT OVERVIEW OF PROPOSED CHANGE - SHEET A-20

### Legend

-  Approved construction footprint
-  Proposed change - boundary realignment for construction access
-  Proposed change - boundary realignment for roadworks
-  **10** Proposed change site ID

— Watercourse

## Heritage

- AHIMS record

## Ecology



 Southern Myotis area record

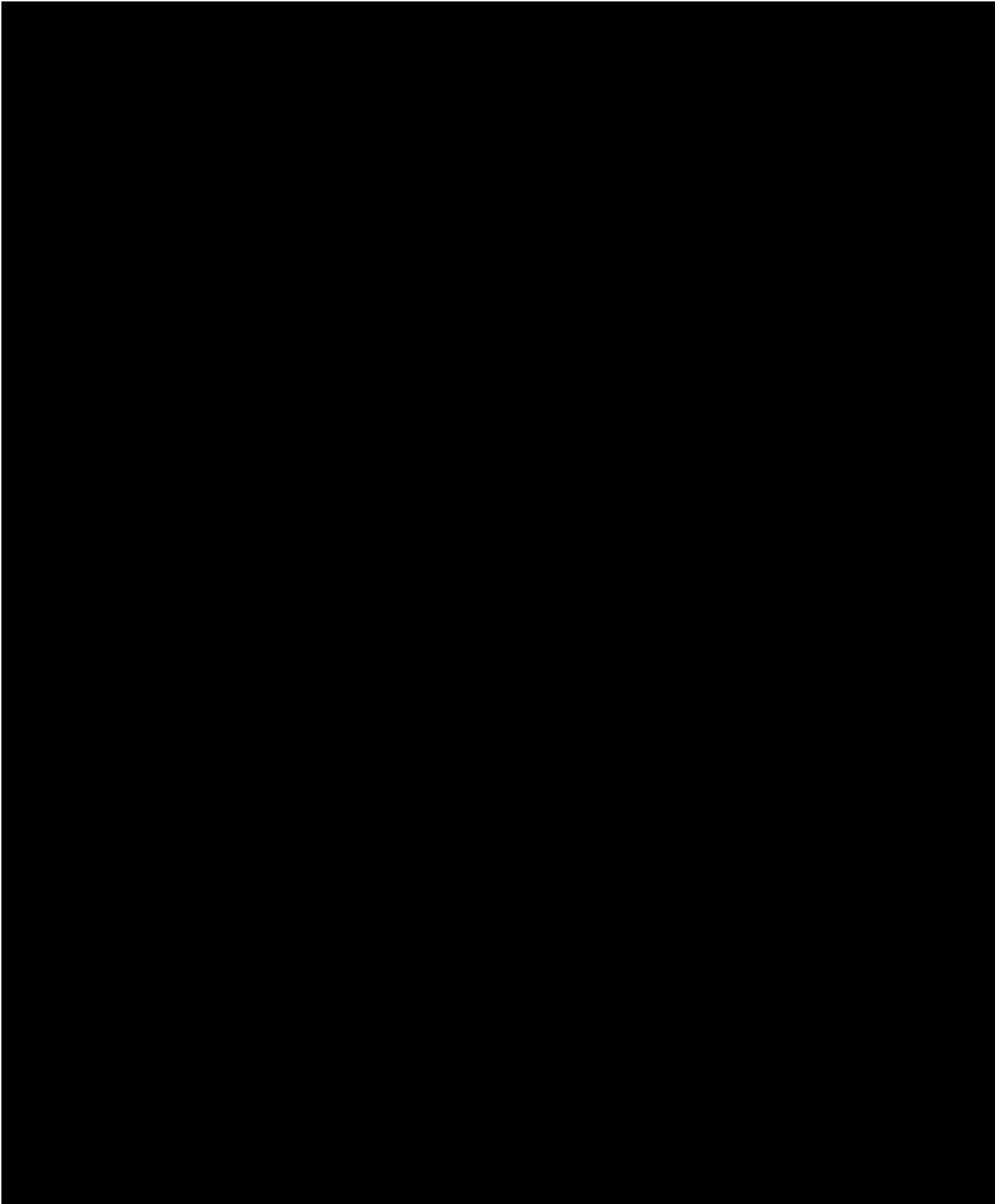


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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-21**

**Legend**

-  Approved construction footprint
-  Proposed change - boundary  
realignment for roadworks
-  Proposed change site ID
-  Highly noise affected receiver

**Heritage**

-  AHIMS record
-  LEP heritage item
-  State heritage item



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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-22**

**Legend**

-  Approved construction footprint
-  Proposed change - boundary realignment for construction access
-  Proposed change - boundary realignment for roadworks
-  Proposed change - boundary realignment for construction access and roadworks
-  Proposed change site ID
-  Highly noise affected receiver

-  Watercourse
- Heritage**
  -  AHIMS record
  -  LEP heritage item
  -  State heritage item

**Ecology**

-  Southern Myotis area record
-  Southern Myotis potential habitat
-  Modified project biodiversity offset area
- PCT and condition**
  -  PCT 835 (low)
  -  PCT 849 (low)
  -  PCT 849 (poor)



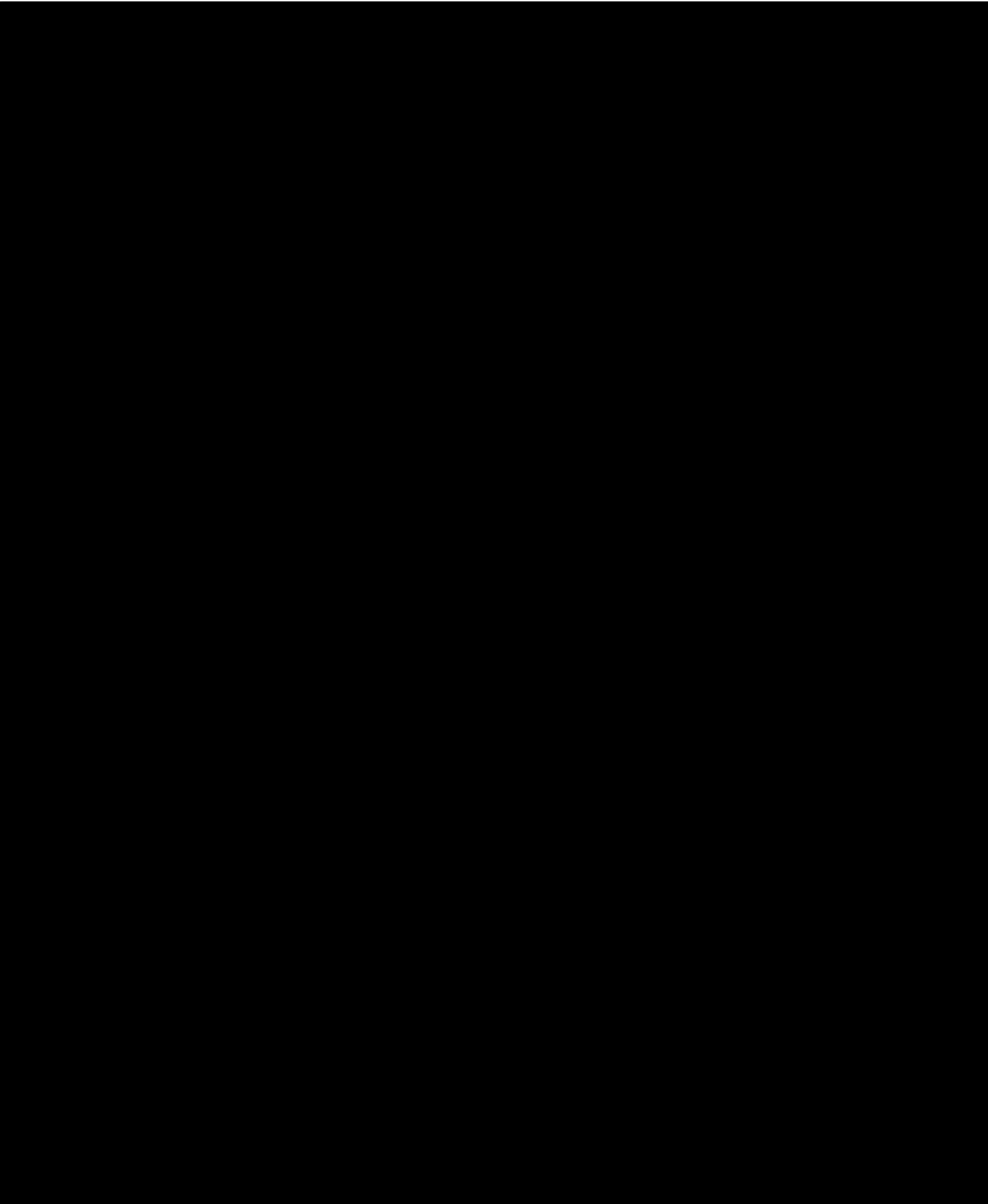
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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-23**

**Legend**

- Approved construction footprint
- Proposed change - boundary realignment for construction access
- Proposed change - boundary realignment for roadworks
- Proposed change site ID
- Highly noise affected receiver

- Watercourse
- Heritage**
  - AHIMS record
  - LEP heritage item
  - State heritage item
  - s.170 heritage item

**Ecology**

- Southern Myotis area record
- Southern Myotis potential habitat
- Modified project biodiversity offset area
- PCT and condition**
  - PCT 835 (low)
  - PCT 849 (low)
  - PCT 849 (poor)



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## M7 CONSISTENCY ASSESSMENT OVERVIEW OF PROPOSED CHANGE - SHEET A-24

### Legend


-  Approved construction footprint
-  Proposed change - boundary  
realignment for construction access

-  Proposed change - boundary  
realignment for roadworks



-  Proposed change site ID

-  Highly noise affected receiver

### Heritage

-  AHIMS record

### Ecology

-  Southern Myotis area record
-  Southern Myotis potential habitat



0 50 100 m

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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-25**

**Legend**

-  Approved construction footprint
-  Proposed change - boundary  
realignment for roadworks
-  Proposed change site ID
-  Highly noise affected receiver

**Heritage**

-  AHIMS record
-  LEP heritage item



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# M7 CONSISTENCY ASSESSMENT OVERVIEW OF PROPOSED CHANGE - SHEET A-26

## Legend

- Approved construction footprint
- Proposed change - boundary realignment for roadworks
- 10 Proposed change site ID
- Highly noise affected receiver



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### Legend

- ## Heritage

- AHIMS record

## Ecology

-  Southern Myotis area record  
 Southern Myotis potential habitat

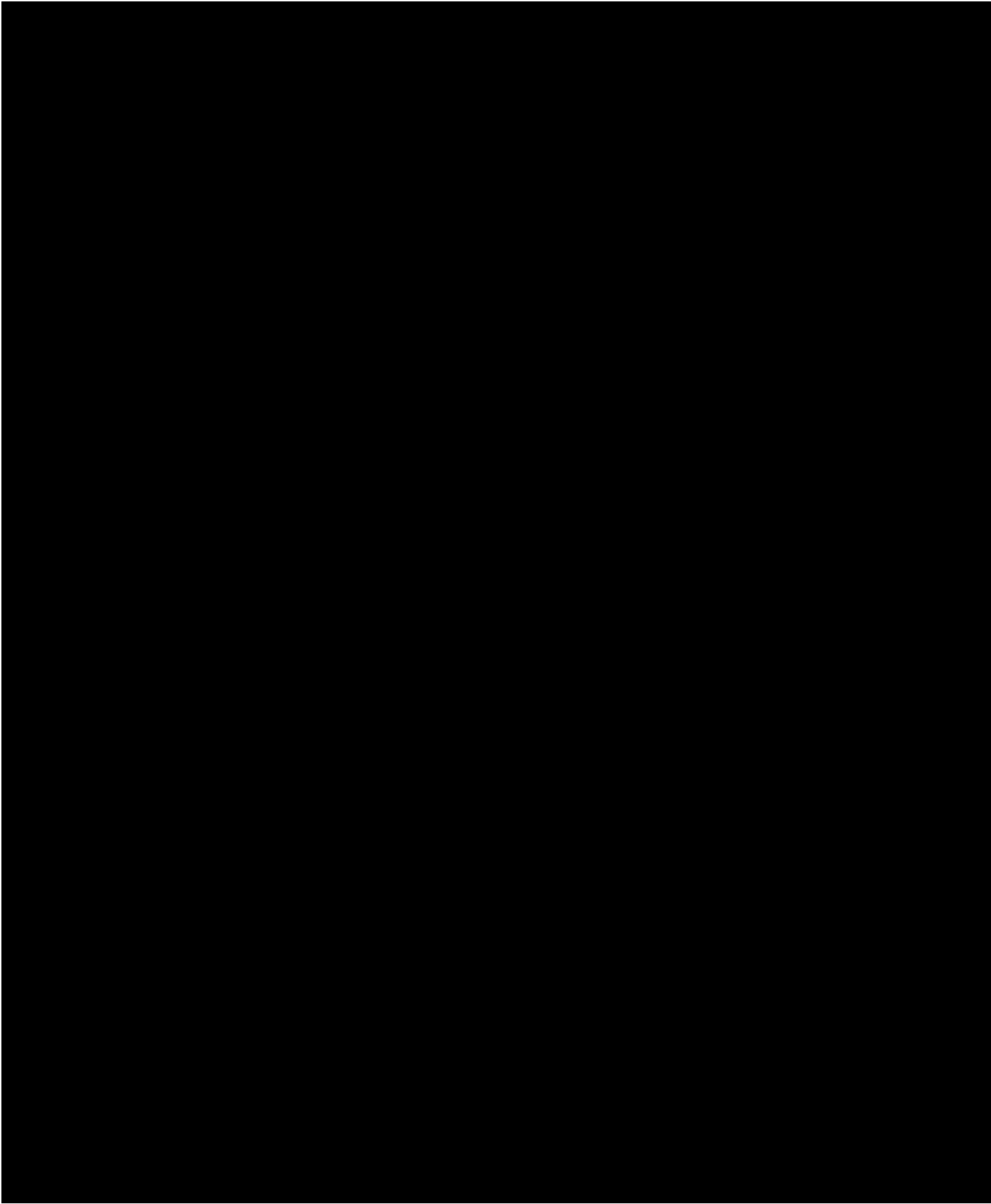


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**M7 CONSISTENCY ASSESSMENT**  
**OVERVIEW OF PROPOSED CHANGE -**  
**SHEET A-28**

**Legend**



-  Approved construction footprint
-  Proposed change - boundary realignment for roadworks
-  Proposed change site ID
-  Highly noise affected receiver

 Watercourse

**Heritage**

-  AHIMS record
-  LEP heritage item
-  State heritage item

**Ecology**

-  Southern Myotis area record
-  Southern Myotis potential habitat



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# Appendix B

## Ecology memo

14 December 2023

<b>To</b>	[REDACTED] als Manager, JHG	
<b>Copy</b>	[REDACTED] DM	
<b>From</b>	[REDACTED] consultant, Leneco	Tel. 0437 685 224 Email. Peter@leneco.au
<b>Subject</b>	M7 Widening Consistency Assessment Ecological Memo, Tranche 1 (Rev 4)	

## 1. Introduction

Leneco was engaged by the John Holland Group (JHG), on behalf of AECOM, to conduct ecological assessments of additional construction sites located 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 for site access during construction activities, laydown areas, traffic control measures, and extended areas requiring earthworks and/or milling and resheeting to connect the approved project to the existing M7 Motorway.

This memo has been prepared to identify potential ecological constraints associated with 83 sites that were identified from a multidisciplinary review to be low risk for noise and vibration, heritage, biodiversity, and land use/property impacts.

## 2. Assessment and Survey Method

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

A desk-based review was completed to identify sites that contain plant community types (PCT), trees, or other potential habitat for communities or species of conservation significance with works that require clearing of vegetation. The sites that will involve clearing of vegetation were inspected on October 23, 30, and 31 by Peter Monsted (BAM Accredited Assessor) and Paris Bach. 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 [REDACTED] trees.

Sites that do not contain [REDACTED] or potential habitat and therefore do not require any vegetation clearing were not inspected for this assessment.

This assessment provides the results of the assessment of the sites that were determined to not contain PCT vegetation or other ecological constraints. Sites containing PCT vegetation were assessed in a separate memo.

### 3. Results

**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 site inspections is presented in **Attached 3**.

*Table 1 Ecological site classification*

Category	Assessment	Site IDs
Site requiring vegetation clearing	Site inspection to determine vegetation class in accordance with the BDAR (Niche, 2022).	1a, 9, 17, 22, 34, 74, 81, 84, 101
Sites that do not require any vegetation clearing therefore no likely ecological impacts	Sites reviewed based on desk-based assessment.	2, 3, 5, 6, 8, 9, 10, 12, 13, 14, 15, 21, 31, 33, 36, 37, 38, 39, 40, 42, 43, 46, 47, 52, 53, 54, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 81, 82, 83, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 97, 98, 99, 100, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 113, 114, 11b, 20c.

In summary:

- 9 sites were inspected and determined to not contain any PCT vegetation or other significant ecological values that would be impacted by the proposed works.
- 74 sites were determined to have no likely ecological impacts based on the desk-based assessment.

The seven sites that were inspected (1a, 17, 22, 34, 74, 84 & 101) were confirmed as having the following attributes:

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

Seven of the sites (1a, 22, 34, 74, 84 & 101) included planted vegetation that is equivalent to other vegetation planted along the M7 Motorway (circa 2005). Within the approved project boundary, this vegetation was assigned to PCT N/A or simply not mapped by the BDAR (Niche, 2022). In these areas, the removal of trees must be offset 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. Site 9 contains PCT vegetation however will require lopping of trees only, no clearing. Site 17 was confirmed to contain no trees.

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](mailto: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.*

### **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
1a	Noisewall construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3)
2	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
3	Bridge construction	Boundary realignment for construction access	No	Desk-based assessment
5	Bridge construction	Boundary realignment for construction access	No	Desk-based assessment
6	Bridge construction	Boundary realignment for construction access	No	Desk-based assessment
8	Bridge construction	Boundary realignment for construction access	No	Desk-based assessment
9	Access for bridge construction	Boundary realignment for construction access	Branch lopping	Site inspection (refer to Attachment 3)
10	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
11b	Bridge construction and noise wall construction	Boundary realignment for construction access	No	Desk-based assessment
12	Bridge construction	Boundary realignment for construction access	No	Desk-based assessment
13	Bridge construction	Boundary realignment for construction access	No	Desk-based assessment
14	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
15	Bridge construction	Boundary realignment for construction access	No	Desk-based assessment
17	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	Yes	Site inspection (refer to Attachment 3)
20c	Access along Yarato Road (existing M7 maintenance access)	Boundary realignment for construction access	No	Desk-based assessment
21	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
22	Access for bridge construction	Access for construction	Yes	Site inspection (refer to Attachment 3)
31	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment

ID	Proposed Construction Activities	Category	Vegetation Clearing Likely?	Biodiversity assessment
33	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
34	Maintenance Access	Boundary realignment for roadworks	Branch lopping	Site inspection (refer to Attachment 3)
36	Access for bridge construction	Access for construction	No	Desk-based assessment
37	Access for bridge construction	Access for construction	No	Desk-based assessment
38	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
39	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
40	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
42	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
43	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
46	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
47	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
52	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
53	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
54	Access for bridge construction	Boundary realignment for construction access	No	Desk-based assessment
56	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
57	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
58	Temporary traffic control measures	Boundary realignment for roadworks	No	Desk-based assessment
59	Temporary traffic control measures	Boundary realignment for roadworks	No	Desk-based assessment
60	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
61	Access for bridge construction	Boundary realignment for construction access	No	Desk-based assessment

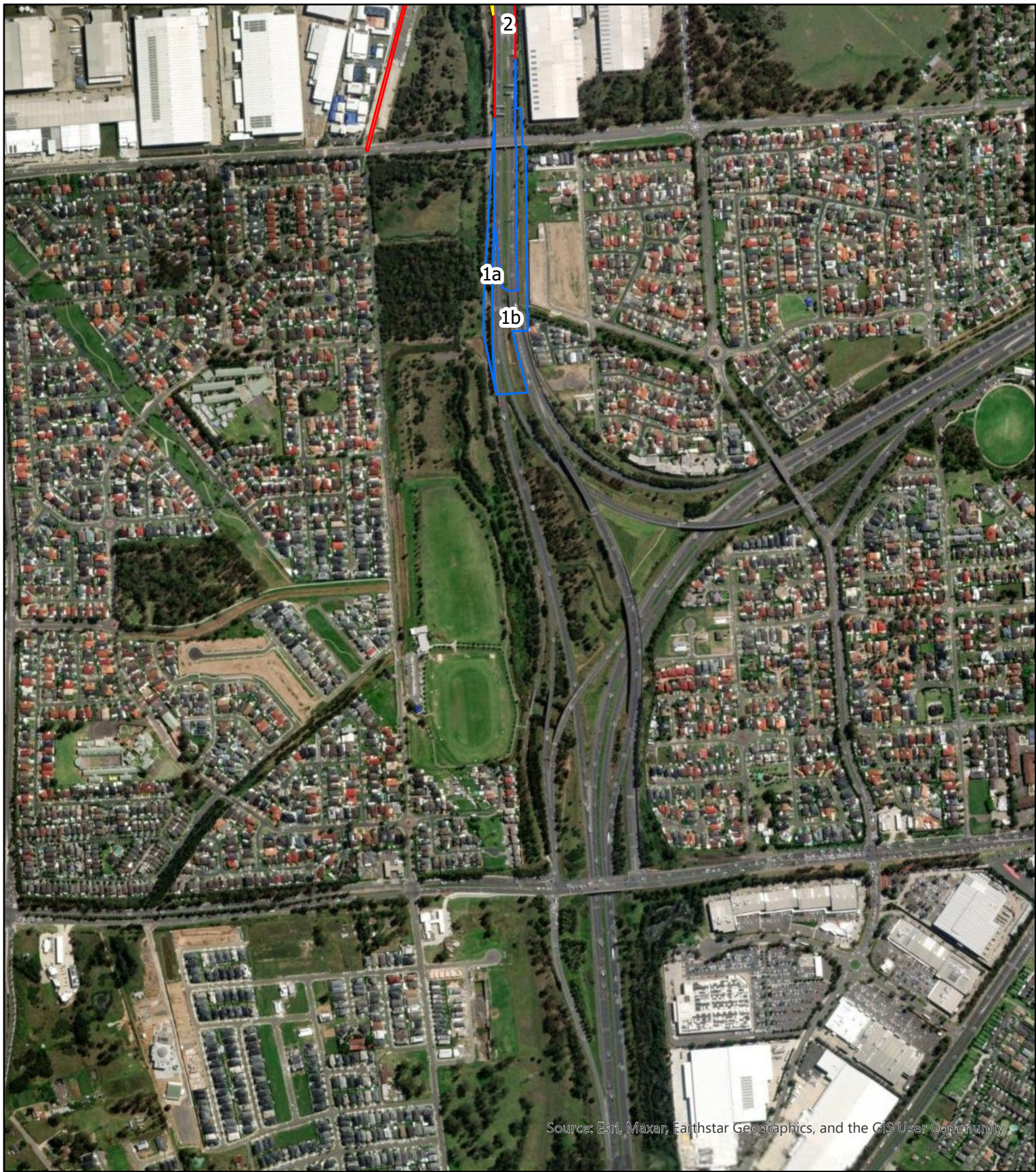
ID	Proposed Construction Activities	Category	Vegetation Clearing Likely?	Biodiversity assessment
62	Access for bridge construction	Boundary realignment for construction access	No	Desk-based assessment
63	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
64	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
65	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
66	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
67	Access for bridge construction	Boundary realignment for construction access	No	Desk-based assessment
68	Access for bridge construction	Boundary realignment for construction access	No	Desk-based assessment
69	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
70	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
71	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
72	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
73	Access for bridge construction	Boundary realignment for construction access	No	Desk-based assessment
74	Access for bridge construction	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3)
81	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	Yes	Site inspection (refer to Attachment 3)
82	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
83	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
84	Earthworks for lane widening	Boundary realignment for construction access	Yes	Site inspection (refer to Attachment 3)
85	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
86	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
87	Access for bridge construction	Boundary realignment for construction access	No	Desk-based assessment

ID	Proposed Construction Activities	Category	Vegetation Clearing Likely?	Biodiversity assessment
88	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
89	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
90	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
91	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
92	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
93	Maintenance Access	Boundary realignment for construction access	No	Desk-based assessment
94	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
95	Access for bridge construction	Boundary realignment for roadworks	Yes	Desk-based assessment
97	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
98	Access for bridge construction + Laydown	Boundary realignment for construction access	Yes	Desk-based assessment
99	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
100	Access for bridge construction + Laydown	Boundary realignment for construction access	No	Desk-based assessment
101	Access for bridge construction + Laydown	Boundary realignment for construction access	Yes	Desk-based assessment
102	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
103	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
104	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
105	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
106	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
107	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
108	Access for bridge construction	Boundary realignment for construction access	No	Desk-based assessment

ID	Proposed Construction Activities	Category	Vegetation Clearing Likely?	Biodiversity assessment
109	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
110	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
111	Maintenance Access	Boundary realignment for roadworks	No	Desk-based assessment
113	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment
114	Temporary traffic control measures, milling & resheet	Boundary realignment for roadworks	No	Desk-based assessment

## **Attachment 2 – Site Plans**



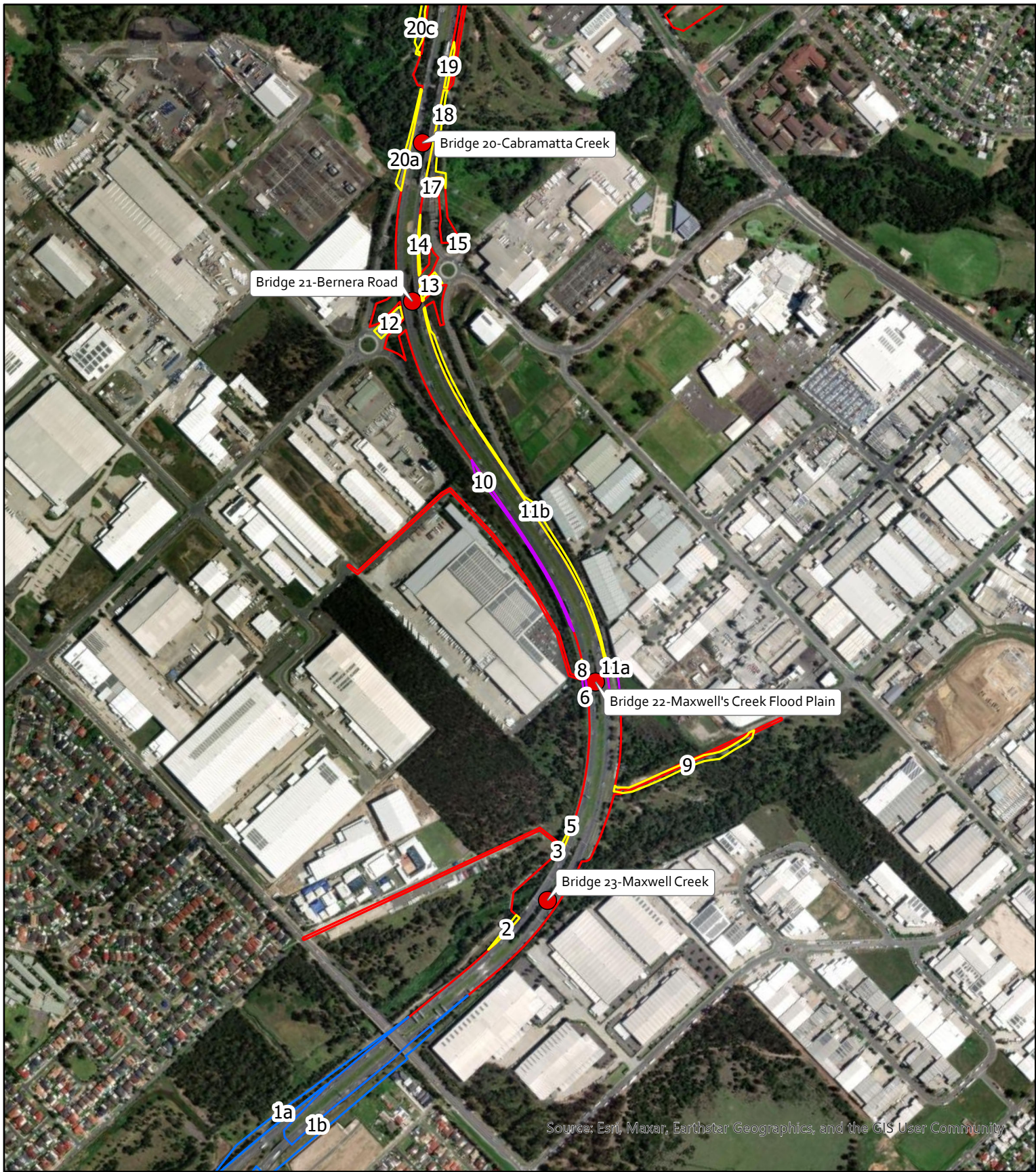


Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

## M7 - M12 Integration Project, Additional Construction Areas

- M7 Approved Construction Boundary (MOD 6)
- Detailed site assessment
- Excluded after site inspection
- Excluded based on desk-based assessment

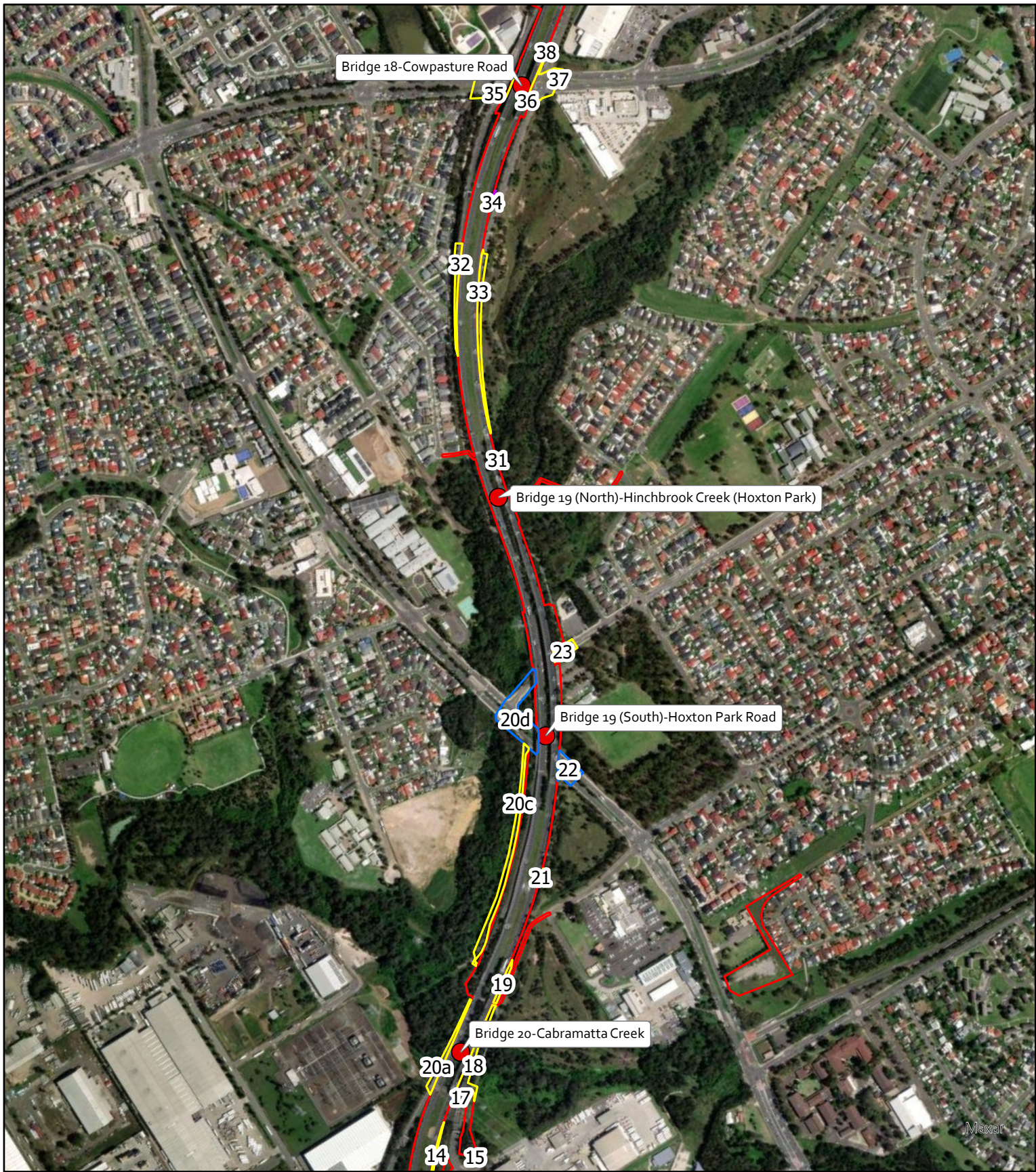




## M7 - M12 Integration Project, Additional Construction Areas

- ▬ M7 Approved Construction Boundary (MOD 6)
- ▬ Detailed site assessment
- ▬ Excluded after site inspection
- ▬ Excluded based on desk-based assessment
- M7 Bridges

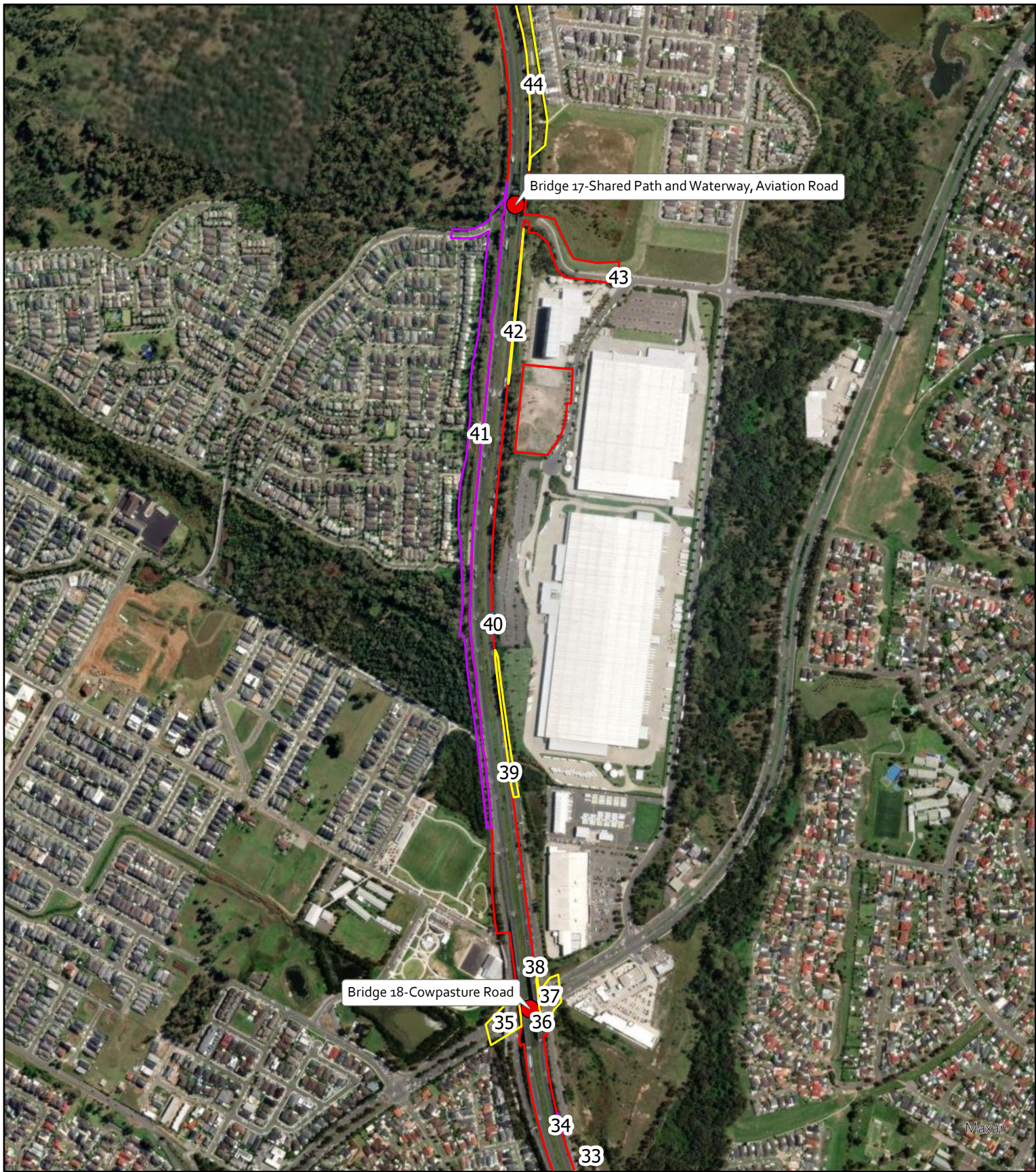




## M7 - M12 Integration Project, Additional Construction Areas

- M7 Approved Construction Boundary (MOD 6)
- Detailed site assessment
- Excluded after site inspection
- Excluded based on desk-based assessment
- M7 Bridges

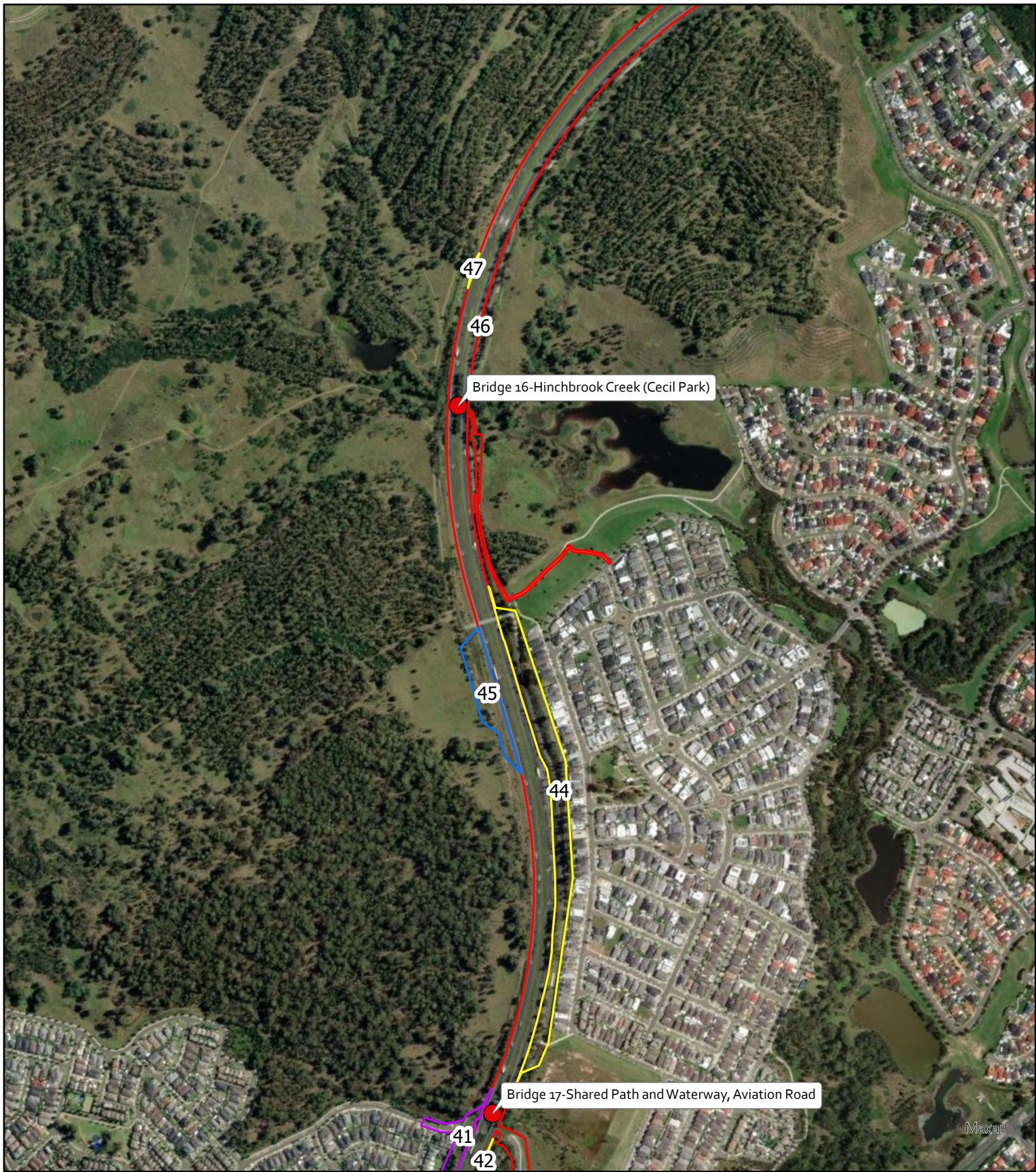




## M7 - M12 Integration Project, Additional Construction Areas

- M7 Approved Construction Boundary (MOD 6)
- Detailed site assessment
- Excluded after site inspection
- Excluded based on desk-based assessment
- M7 Bridges





## M7 - M12 Integration Project, Additional Construction Areas

- M7 Approved Construction Boundary (MOD 6)
- Detailed site assessment
- Excluded after site inspection
- Excluded based on desk-based assessment
- M7 Bridges

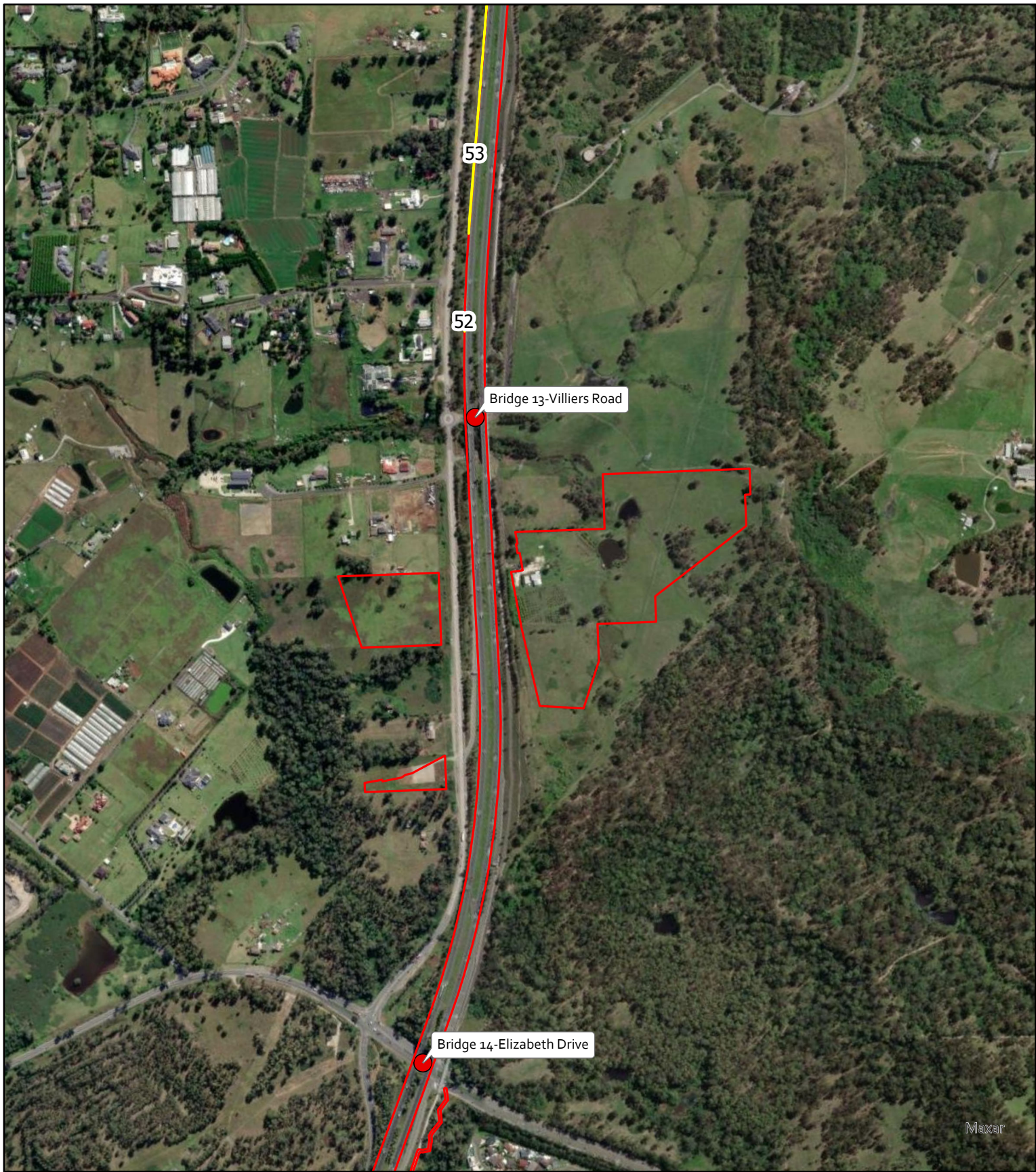




## M7 - M12 Integration Project, Additional Construction Areas

- M7 Approved Construction Boundary (MOD 6)
- Detailed site assessment
- Excluded after site inspection
- Excluded based on desk-based assessment
- M7 Bridges

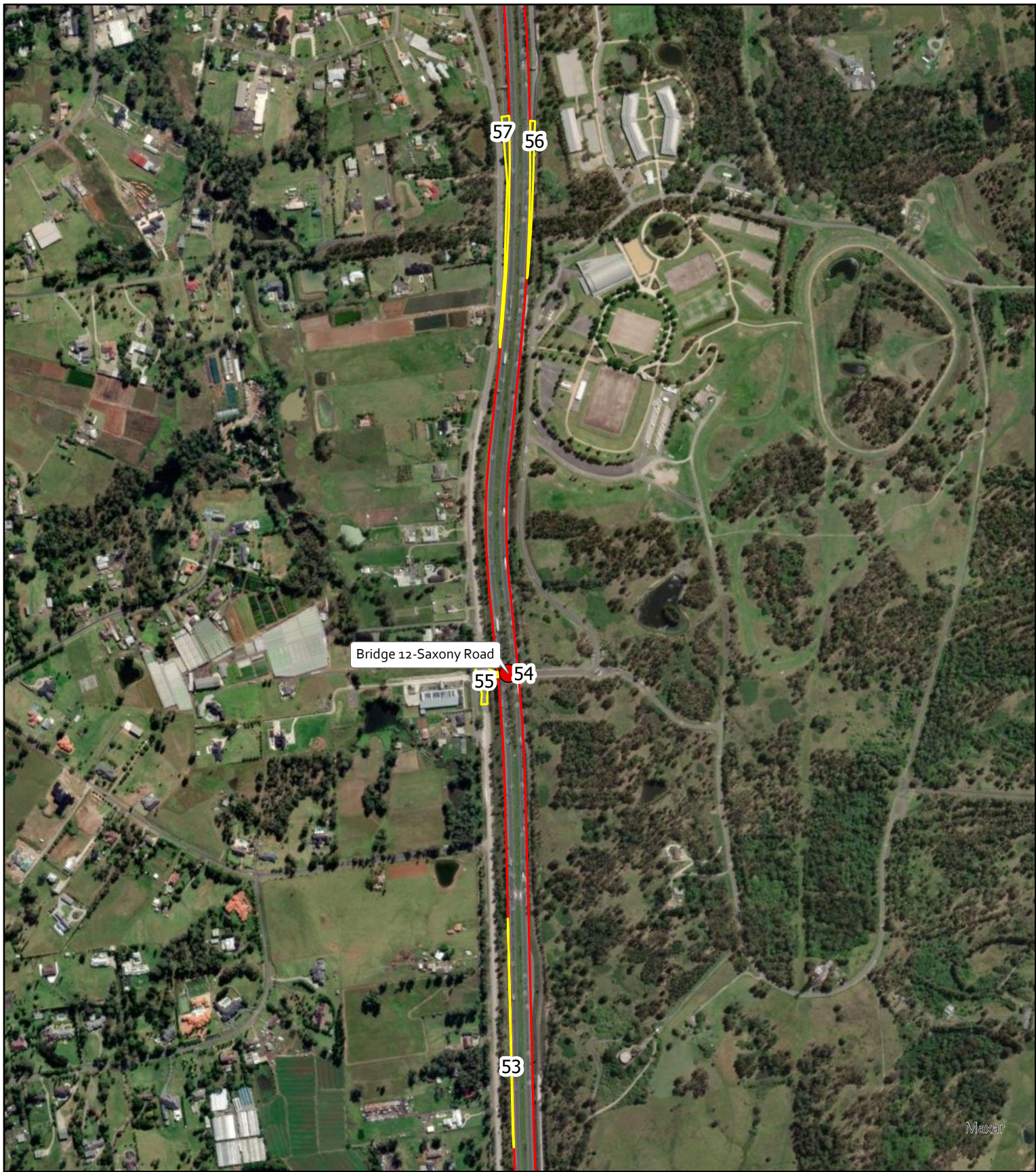




## M7 - M12 Integration Project, Additional Construction Areas

- M7 Approved Construction Boundary (MOD 6)
- Detailed site assessment
- Excluded after site inspection
- Excluded based on desk-based assessment
- M7 Bridges

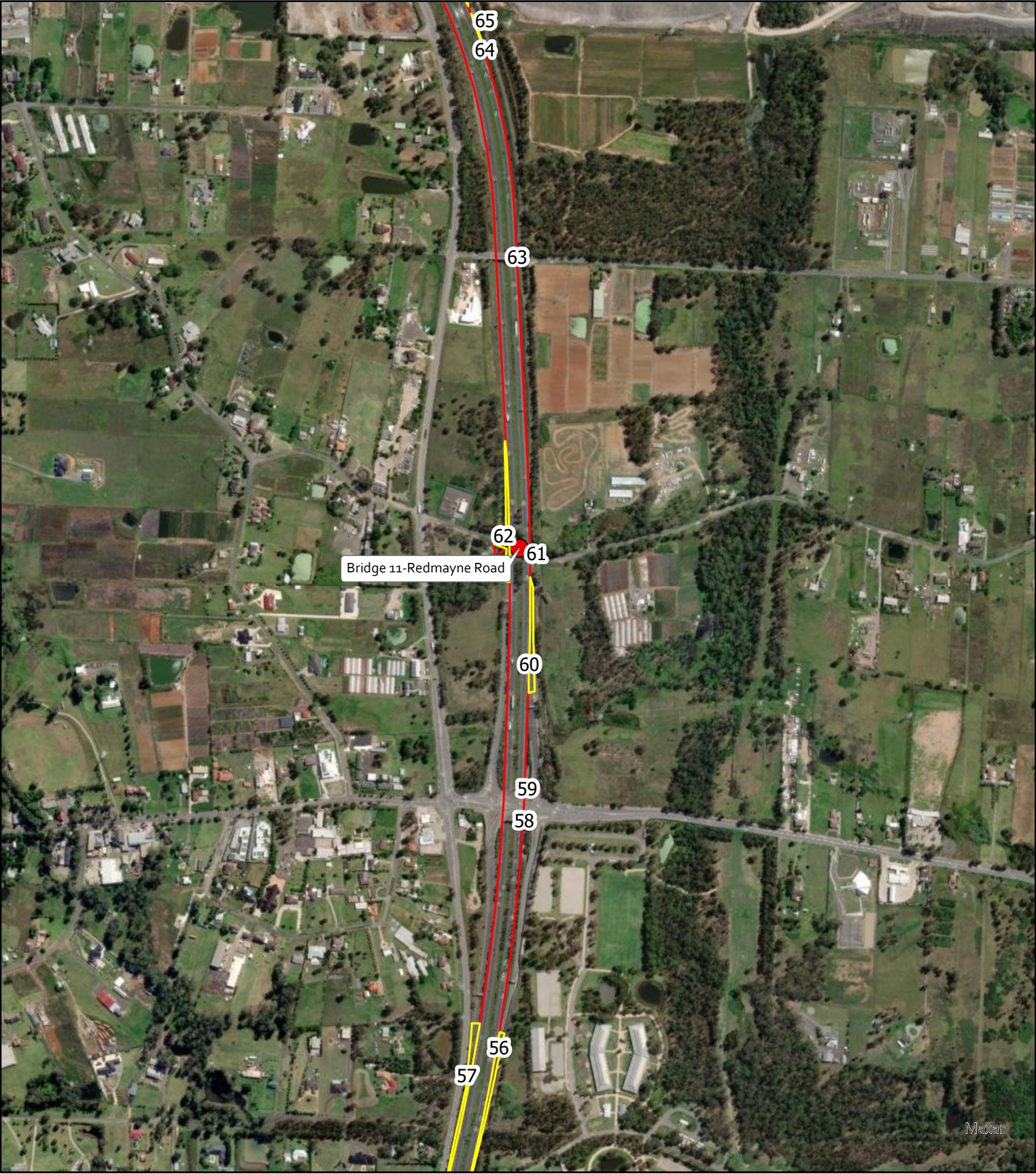




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- Detailed site assessment
- Excluded after site inspection
- Excluded based on desk-based assessment
- M7 Bridges

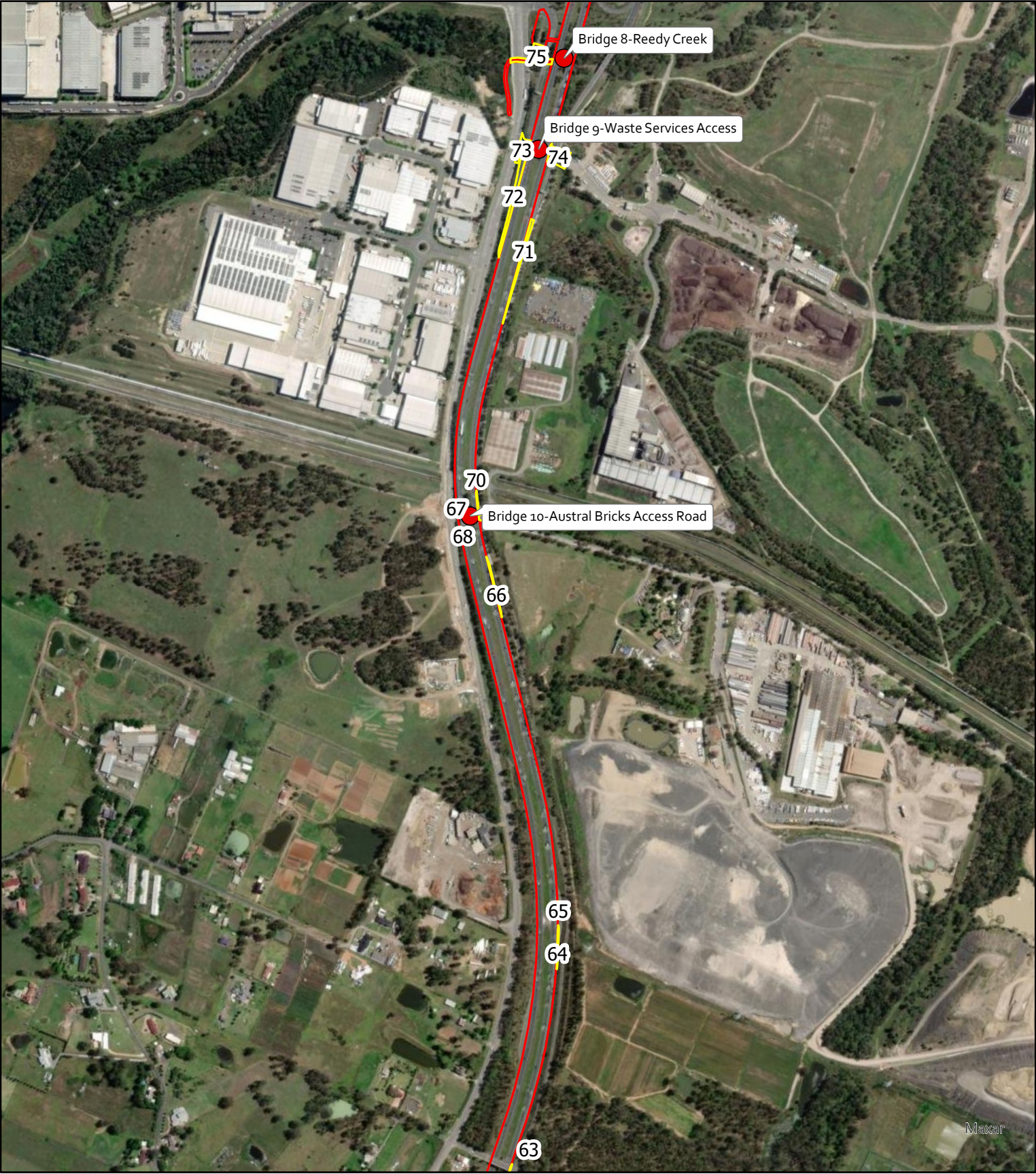




**M7 - M12 Integration Project, Additional Construction Areas**

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- M7 Bridges

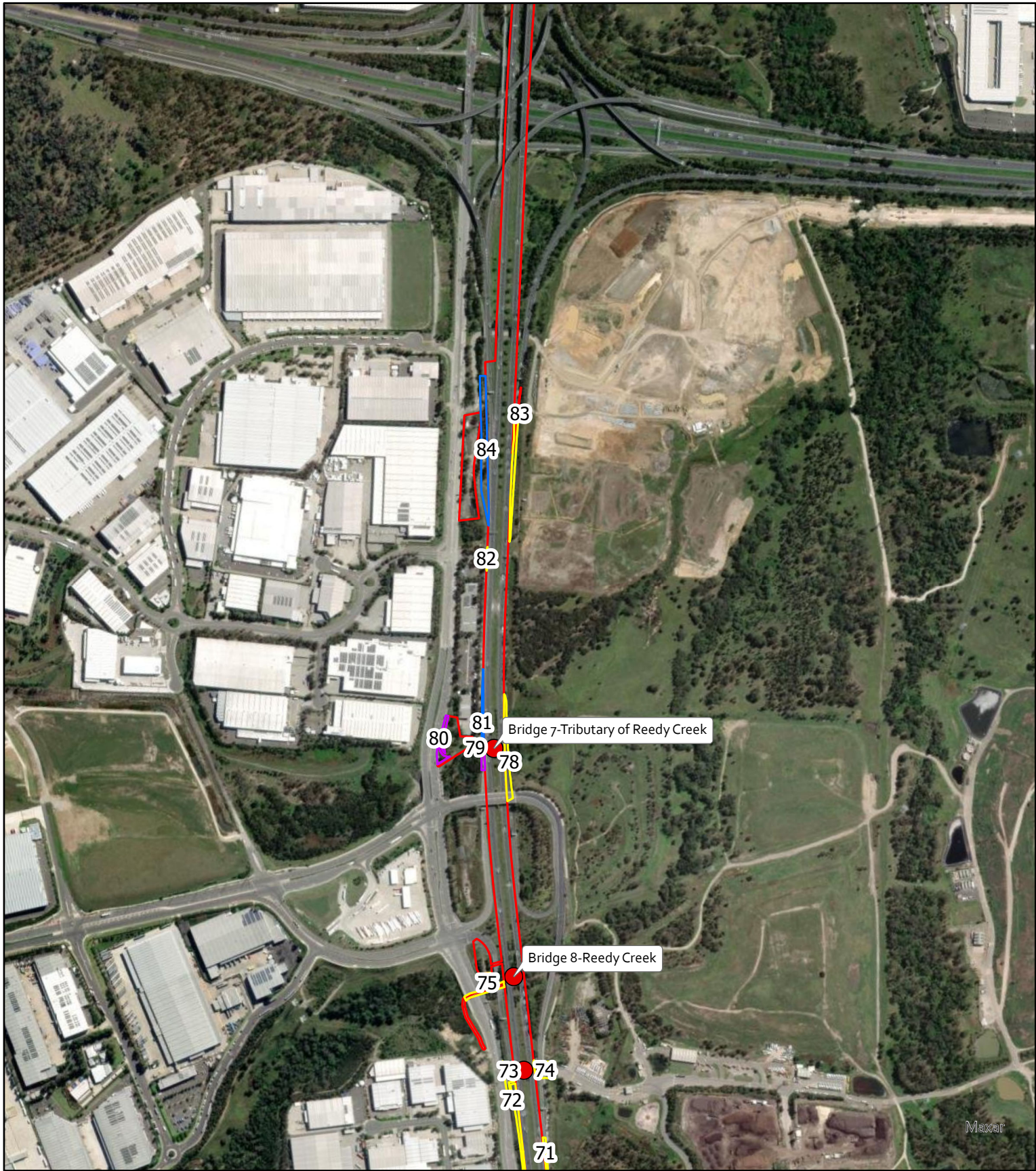




**M7 - M12 Integration Project, Additional Construction Areas**

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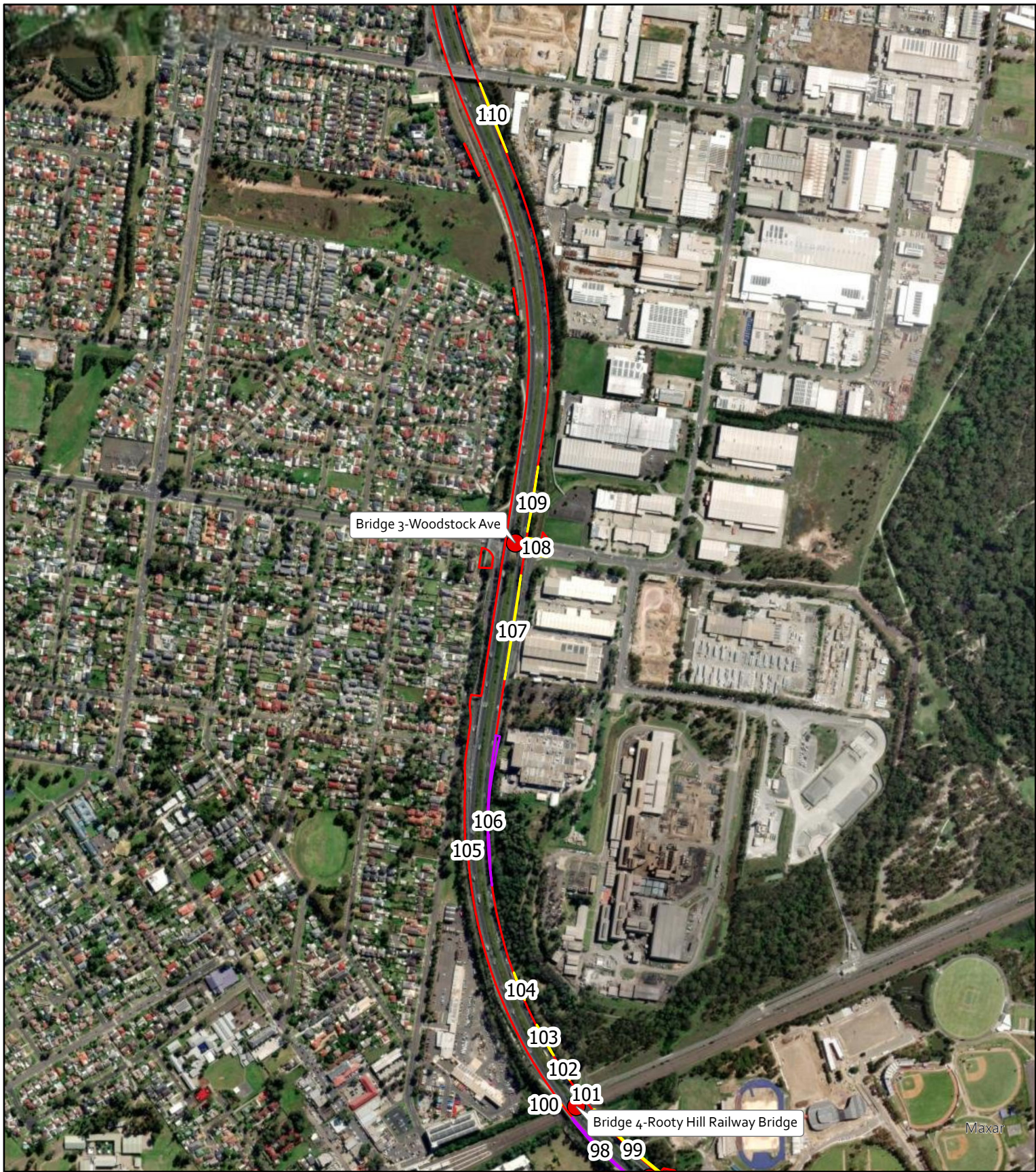




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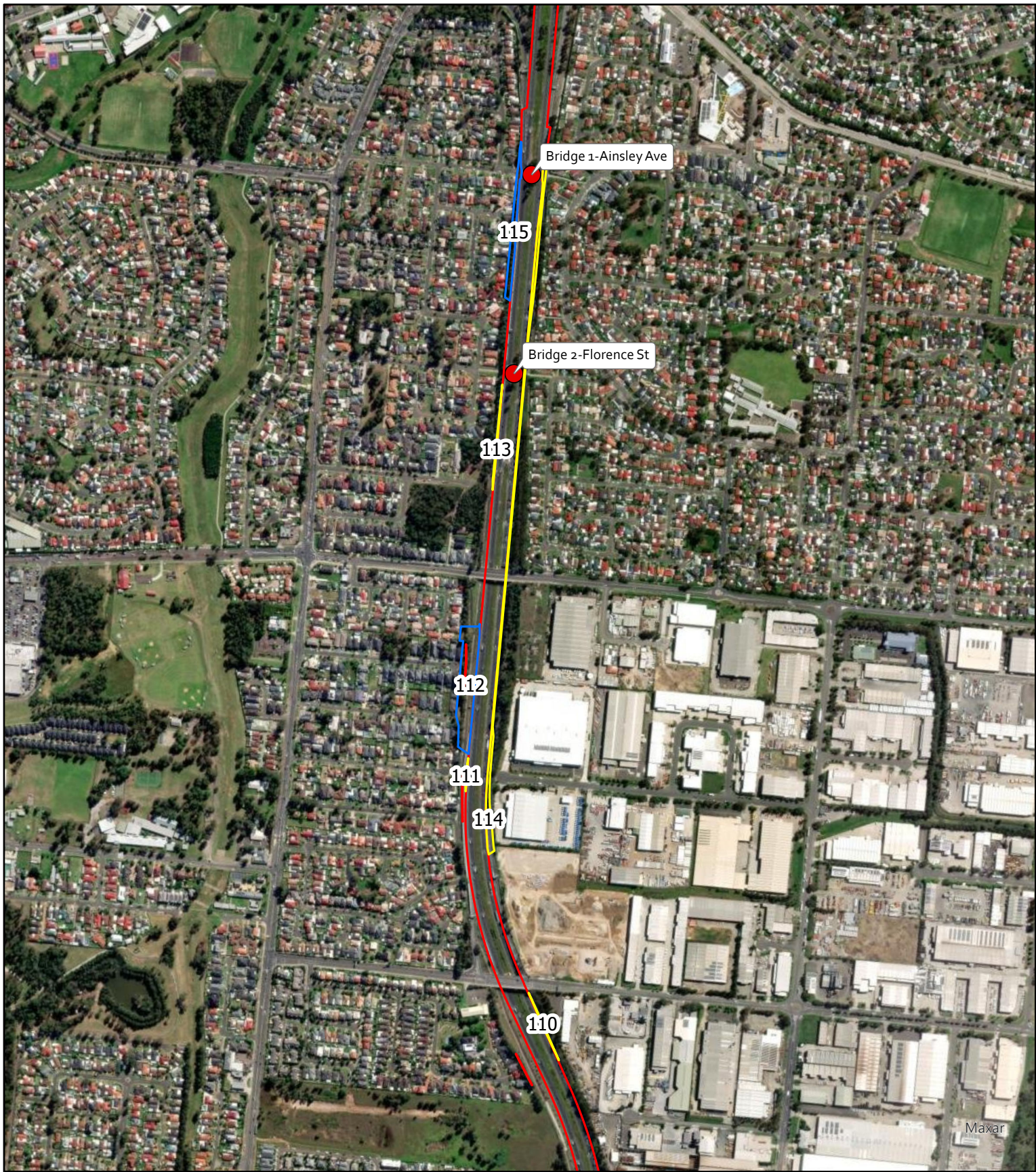




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### Attachment 3 – Site assessment of sites requiring vegetation clearing

<b>Site ID</b>	<b>Site 1a</b>
<b>Location</b>	Noisewall between the M7 northbound carriage way and shared user path south of Kurrajong Road spanning approximately 500m.
<b>Proposed Construction Activities</b>	Line-marking, milling & resheet, temporary traffic signs, Noisewall construction
<b>Vegetation Clearing Likely?</b>	Minor clearing for noise-wall construction & access
<b>Vegetation composition</b>	Planted Spotted Gum ( <i>Corymbia maculata</i> ) south of creek. Sydney Blue Gum ( <i>Eucalyptus saligna</i> ) north of creek. Swamp Oak ( <i>Casuarina glauca</i> ) also present. Shrub stratum absent. Ground cover consists of exotic species dominated by Rhoads Grass ( <i>Chloris Gayana</i> ).
<b>Contiguous with vegetation class mapped in the BDAR</b>	No.
<b>Equivalent to vegetation class mapped in the BDAR</b>	N/A Non-PCT vegetation
<b>Justification for vegetation class</b>	The vegetation with within Site 1a consists of planted canopy trees that are of a single age class. In addition, the Sydney Blue Gum is not a species associated with the naturally occurring PCTs of the Cumberland Plain. 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).
<b>Photo</b>	


Site ID	Site 9
Location	Ash Road
Proposed Construction Activities	Site access from Ash Road
Vegetation Clearing Likely?	Lopping of trees
Vegetation composition	PCT 742 - Broad-leaved Ironbark - Grey Box - Melaleuca decora grassy open forest Access track runs along edge of PCT 724. Minor clearing of native trees in PCT required consisting of Grey Box, Forest Red Gum and White Feathery Honey Murtle ( <i>Melaleuca decora</i> ). Groundcover dominated by Rhoads grass (weed).
Contiguous with vegetation class mapped in the BDAR	Yes. PCT 724_Moderate
Equivalent to vegetation class mapped in the BDAR	Yes. Edge of PCT 724_Moderate
Justification for vegetation class	Extension of existing mapped patch to PCT 724.
Photo	





<b>Site ID</b>	<b>Site 17</b>
<b>Location</b>	Sothorn abutment of Bridge 20 over Cabramatta Creek.
<b>Proposed Construction Activities</b>	Construction access to bridge via shared user path.
<b>Vegetation Clearing Likely?</b>	No
<b>Vegetation composition</b>	Maintained turf grasses.
<b>Contiguous with vegetation class mapped in the BDAR</b>	No.
<b>Equivalent to vegetation class mapped in the BDAR</b>	N/A Non-PCT vegetation
<b>Justification for vegetation class</b>	There are not dominant native species present at Site 17 and the site is devoid of any planted native tree or shrub species.
<b>Photo</b>	

Site ID	Site 22
Location	Hoxton Park Road extending approximately 50 east of the M7 southbound viaduct.
Proposed Construction Activities	Access for bridge construction
Vegetation Clearing Likely?	Yes. Trees within the Hoxton Park Road Median are likely to require removal.
Vegetation composition	Planted Spotted Gum ( <i>Corymbia maculata</i> ). Shrub stratum absent. Ground cover consists of exotic species dominated by Rhoads Grass ( <i>Chloris Gayana</i> ).
Contiguous with vegetation class mapped in the BDAR	No
Equivalent to vegetation class mapped in the BDAR	N/A Non-PCT vegetation such as median plantings in the M7.
Justification for vegetation class	The planting in Hoxton Park Drive are equivalent to median plantings in the M7 with low diversity and an exotic dominated ground cover were assigned to the N/A Non-PCT vegetation or not mapped in the BDAR (Niche, 2022).
Photo	





<b>Site ID</b>	<b>Site 34</b>
<b>Location</b>	The gore between the M7 Southbound Carriageway and the Southbound onramp from Cowpastures Road
<b>Proposed Construction Activities</b>	Maintenance access, replacement and installation of traffic controls
<b>Vegetation Clearing Likely?</b>	Yes – minor clearance and branch lopping
<b>Vegetation composition</b>	Planted of She oaks ( <i>Casuarina glauca</i> ). Exotic ground cover dominated by Rhoads Grass ( <i>Chloris Gayana</i> ).
<b>Contiguous with vegetation class mapped in the BDAR</b>	No.
<b>Equivalent to vegetation class mapped in the BDAR</b>	N/A Non-PCT vegetation
<b>Justification for vegetation class</b>	The gore is composed of imported fill and planted with monocultural plantings of She oaks. The understorey and ground cover are exotic dominated.
<b>Photo</b>	

Site ID	<b>Site 74</b>
Location	Bridge 9 – Waste Services Bridge, eastern side of southern abutment
Proposed Construction Activities	Access for bridge construction
Vegetation Clearing Likely?	Yes
Vegetation composition	The
Contiguous with vegetation class mapped in the BDAR	Planted Forest Red Gum ( <i>Eucalyptus tereticornis</i> ), Spotted gum ( <i>Corymbia maculata</i> ). Shrub stratum absent with exception of exotics including African Olive ( <i>Olea europaea</i> subsp. <i>cuspidata</i> ) and <i>Senecio pterophorus</i> . Ground cover exotic and dominated Rhodes Grass ( <i>Chloris gayana</i> ).
Equivalent to vegetation class mapped in the BDAR	N/A Non-PCT vegetation
Justification for vegetation class	The trees present within the site consist of a planting along the top of the fill batter of the M7 Motorway.
Photo	

Site ID	<b>Site 81</b>
Location	Shared User Path north of Bridge 7 Reedy Creek
Proposed Construction Activities	Site access to Bridge 7 Reedy Creek
Vegetation Clearing Likely?	Possible.
Vegetation composition	Planted Forest Red Gum ( <i>Eucalyptus tereticornis</i> ), Spotted gum ( <i>Corymbia maculate</i> ), Grey box ( <i>Eucalyptus microcarpa</i> ) and Narrow-leaf Ironbark ( <i>Eucalyptus crebra</i> ). She oaks ( <i>Casuarina sp.</i> ) also present.
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	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).
Photo	



<b>Site ID</b>	<b>Site 84</b>
<b>Location</b>	Extension of around 10 metres west from construction footprint boundary on the western side of the M7 Northbound Carriageway north of the Transurban's M7 Eastern Creek Corporate Office on Wallgrove Road.
<b>Proposed Construction Activities</b>	Boundary realignment to match existing road shoulder and ramp areas involving temporary traffic control measures, milling and resheet.
<b>Vegetation Clearing Likely?</b>	Yes. Clearing between the existing M7 road boundary and the shared user path.
<b>Vegetation composition</b>	Planted Forest Red Gum ( <i>Eucalyptus tereticornis</i> ), Spotted gum ( <i>Corymbia maculata</i> ), Grey box ( <i>Eucalyptus moluccana</i> ) and Narrow-leaved Ironbark ( <i>Eucalyptus crebra</i> ). Swamp Oak ( <i>Casuarina glauca</i> ) also present. Shrub stratum absent. Ground cover exotic and dominated by African Lovegrass ( <i>Eragrostis curvula</i> ) and Rhodes Grass ( <i>Chloris gayana</i> ).
<b>Contiguous with vegetation class mapped in the BDAR</b>	No.
<b>Equivalent to vegetation class mapped in the BDAR</b>	N/A Non-PCT vegetation
<b>Justification for vegetation class</b>	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).
<b>Photo</b>	

<b>Site ID</b>	<b>Site 101</b>
<b>Location</b>	Bridge 4 – Rooty Hill Railway Station, eastern side of northern abutment
<b>Proposed Construction Activities</b>	Access for bridge construction and laydown
<b>Vegetation Clearing Likely?</b>	Yes
<b>Vegetation composition</b>	The
<b>Contiguous with vegetation class mapped in the BDAR</b>	Planted Forest Red Gum ( <i>Eucalyptus tereticornis</i> ). Ground cover exotic and dominated Rhodes Grass ( <i>Chloris gayana</i> ) with Purpletop ( <i>Verbena bonariensis</i> ) and Fennel ( <i>Foeniculum vulgare</i> ).
<b>Equivalent to vegetation class mapped in the BDAR</b>	N/A Non-PCT vegetation
<b>Justification for vegetation class</b>	The trees present within the site consist of a planting on a fill batter of the M7 Motorway.
<b>Photo</b>	

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