

Burley Griffin Way, Binalong – Safety Improvements

Minor works review of
environmental factors

April 2024



Acknowledgement of Country

Transport for NSW acknowledges the Ngunnawal, the traditional custodians of the land on which the MR84 Burley Griffin Way, Binalong – Safety Improvements is proposed.

We pay our respects to Ngunnawal Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.



Approval and authorisation


Approved by	Shanker Pandey, Project/Contract Manager
Signed	
Date	29 April 2024

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1. Introduction

The purpose of the minor works review of environmental factors (REF) is to describe the proposal, to document the likely impacts of the proposal on the environment, to detail mitigation measures to be implemented and to determine whether or not the proposal can proceed. For the purposes of this work Transport for NSW (Transport) is the proponent and determining authority under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The description of the proposed works and assessment of associated environmental impacts has been undertaken in the context of section 171 of the Environmental Planning and Assessment Regulation 2021, Guidelines for Division 5.1 Assessments (DPE, 2022), the *Biodiversity Conservation Act 2016* (BC Act), the *Fisheries Management Act 1994* (FM Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) (EPBC Act).

In doing so the REF helps to fulfil the requirements of section 5.5 of the EP&A Act including that Transport examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity.

The findings of the REF would be considered when assessing:

- Whether the proposal is likely to have a significant impact on the environment and therefore the necessity for an environmental impact statement to be prepared and approval to be sought from the Minister for Planning and Public Spaces under Division 5.2 of the EP&A Act.
- The significance of any impact on threatened species as defined by the BC Act and/or FM Act, in section 1.7 of the EP&A Act and therefore the requirement for a Species Impact Statement or a Biodiversity Development Assessment Report
- The potential for the proposal to significantly impact a matter of national environmental significance, including nationally listed threatened biodiversity matters, or the environment of Commonwealth land. Where a significant impact is considered likely on nationally listed biodiversity matters, either the proposal must be reconsidered or a project REF must be prepared.

2. The proposal

2.1 Description

2.1.1 Proposal location

Table 2-1: Proposal location details

Location details	
Title	Burley Griffin Way, Binalong – Safety Improvements
File number	P.0077320
Road name and number	MR84 Burley Griffin Way
Closest crossroad(s)	Fitzroy Street
Chainage of works	34.200km to 34.480km west of Yass
Local government area	Yass Valley Council
Transport for NSW region	South

2.1.2 Proposal description

Transport proposes to carry out safety improvement work on the Burley Griffin Way in Binalong. The proposal is shown in Appendix B: Concept Plans.

Key features of the proposal include:

- The proposal aims to reduce the likelihood and severity of the crashes in this location by the installation of safety measures, these would include:
 - Relocation of power poles and overhead power lines
 - Shoulder widening for a distance of about 280 metres
 - Minor modifications to drainage within the proposal footprint
 - Installation of safety barriers for a distance of about 250 metres
 - Installation of traffic islands at the intersection of the Burley Griffin Way (also known as Stephens Street) and Fitzroy Street
 - Permanent closure of the intersection between the Burley Griffin Way and Richmond Street
 - Construction of a cul-de-sac in the closed section of Richmond Street to facilitate turning movements for service vehicles
 - Improvements to road user advisory signage.
- The proposed work would be carried out in Binalong at the intersection of Burley Griffin Way (Stephens Street) and Fitzroy Street and include approaches to the intersection, see figure 2-1 below



Figure 2-1: Location of proposed work

- The footprint of the proposed work would be undertaken within the existing road reserve and the maximum expected area of disturbance is 7,500 m²
- A site compound location is proposed at the Binalong Recreation Reserve which is located in Twynam Street about 700 metres west of the proposal, see figure 2-2 below:
- The stockpile which would be used during the proposed work is located about 7km east of the site on the Burley Griffin Way, see figure 2-3 below:
- Plant parking during work would be on the closed section of the road, on road shoulders and within the parking area on the eastern end of the site, see figure 2-4 below:
- Any tree pruning or lopping (including the percentage canopy cover to be removed)
 - Pruning of one *Eucalyptus melliodora* (east of intersection) which would require removal of about 30% of the canopy
- Excavation would be required to:
 - increase the formation width to allow for the installation of safety barriers
 - reconstruct surface drainage systems following and road formation widening

The proposal is anticipated to involve the following work methodology:

- Equipment/machinery to be used.

– Excavators	– Wood chipper
– Rollers	– Pneumatic hammers
– Loaders	– Graders
– Concrete trucks	– Bitumen sealing trucks
– Cranes and truck mounted cranes	– Light vehicles
– Elevated works platforms	– Handtools
– Chainsaws	
- Duration and hours of work.

- It is expected that work would be carried out during standard working hours, these being:
 - o 7am to 6pm Monday to Friday
 - o 8am to 1pm Saturday
 - o No work on Sunday's or Public Holidays
- Any work performed outside of these hours will be in accordance with the Transport for NSW Construction Noise and Vibration Guideline (Roads), July 2023.
- It is expected that waste generated by the proposal would include tree mulch and timber and unsuitable material. Waste reuse and recycling would be considered prior to disposal at a suitably licensed waste disposal facility.


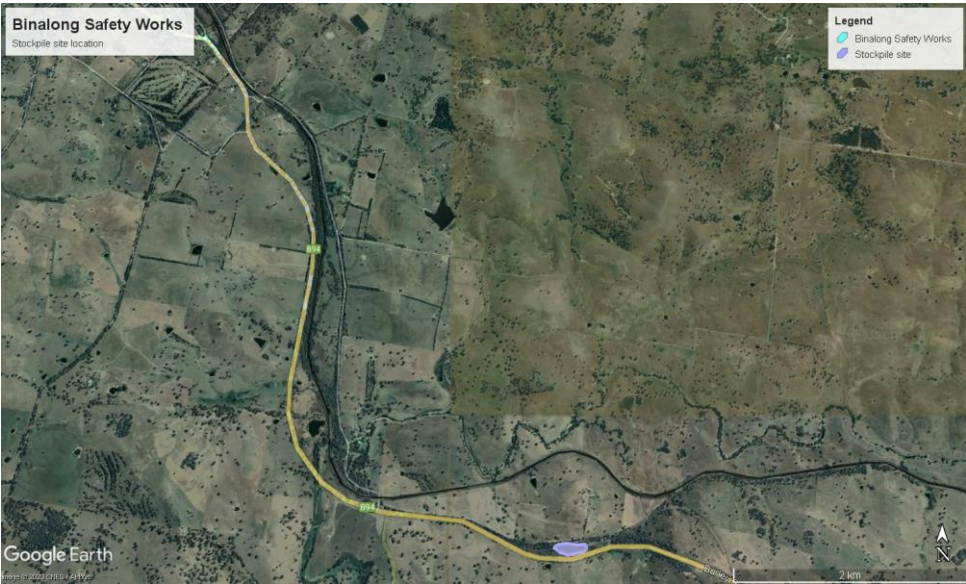
2.1.3 Proposal objectives

The proposed Burley Griffin Way, Binalong – Safety Improvement has been identified in the Network and Safety Route Safety review program. In the 5-year period between 01/07/2015 and 30/06/2020 there were four crashes resulting in three casualties within the limit of works. The predominant crash types were run off road type crashes. The objectives of the installation of safety measures in this location to reduce the likelihood and severity of crashes include:

- Relocation of the overhead power supply infrastructure further away from the road
- Installation of safety barriers for the protection of errant vehicles and properties
- Improvements to the intersections to improve vehicle separation and reduce hazardous vehicle movements
- Improvements to road user advisory signage
- Pruning of road side vegetation to improve road user sight distance and reduce road side hazards
- Improve lighting at the intersection of Fitzroy Street and the Burley Griffin Way
- Elimination of the unsafe intersection of the Burley Griffin Way and Richmond Street by the permanent closure of Richmond Street.

2.1.4 Ancillary facilities

Table 2-2: Ancillary facilities

Ancillary facilities		
<p>Will the proposal require the use or installation of a compound site?</p> <p>A site compound would be required for the proposed work, a suitable location has been identified about 700 metres from the site at the Binalong Recreation Ground in Twynam Street, see figure 2-1 below.</p>  <p>Figure 2-2: Proposed site compound</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Will the proposal require the use or installation of a stockpile site?</p> <p>A stockpile would be required for the proposed work, the stockpile proposed to be used is located 7km east of the site on the Burley Griffin Way, see figure 2-2 below.</p>  <p>Figure 2-3: Proposed stockpile location.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Are any other ancillary facilities required (e.g. temporary plants, parking areas, access tracks)?</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Plant parking would be required outside of construction hours, this would be on the shoulder of the road within the proposal boundary and on closed sections of the adjoining roads.

2.1.5 Proposed date of commencement

Construction of the proposed work will have 2 stages, Stage 1: Power pole relocation expected to commence in June 2024 and Stage 2: planned to commence in October 2024. The estimated length of construction period is 6 weeks.

2.2 Need and options

2.2.1 Options considered

The options considered for the proposal included:

Option 1: Do nothing.

This option maintains the existing road conditions with no safety improvements being implemented. There would be no impact to the existing environment by choosing this option however the existing hazardous conditions for road users would not be improved.

Option 2:

This option involves the installation of safety barriers behind the existing overhead power supply infrastructure, with power poles retained in the existing locations. Access to both the Fitzroy Street and Richmond Street intersections would be retained. The safety barrier installation would be non-compliant as the end terminals of the barriers would not comply with road design standards. The safety barrier behind the overhead power infrastructure would increase the hazard to road users by directing errant vehicles along the barrier towards power poles. This option would have short term impacts to the existing environment during, the impact would be mitigated through the implementation of safeguards and management measures identified in this Minor Works Review of Environmental Factors.

Options 3:

This option involves the relocation of the overhead power infrastructure (power poles) away from the hazard free area on the side of the road. Permanent closure of the access to Richmond Street is also proposed as part of this option. The relocation of the power poles and closure of Richmond Street would allow for safety barriers which comply with road design standards to be installed. Improvements to alignment of the Fitzroy Street intersection, and associated widening of the Burley Griffin Way, would improve the safety of vehicles both entering and exiting Fitzroy Street. This option would have short term impacts to the existing environment during construction and longer-term impacts through the closure of Richmond Street, the impact would be mitigated through the implementation of safeguards and management measures identified in this Minor Works Review of Environmental Factors.

The preferred option is:

Option 3 as it would provide the best road safety outcomes to users of the Burley Griffin Way and the local road network in Binalong. The minor environmental impact resulting from the implementation of this option can be mitigated by implementing the safeguards and mitigation measures identified in this Minor Works Review of Environmental Factors.

2.2.2 Justification for the proposal

The proposal is required to:

- Improve the safety to road users of the Burley Griffin Way and the local road network in Binalong. This would be achieved by:
 - Improving intersection safety through changes to alignment, widening, delineation, and lighting

- Removing road side hazards by relocating overhead power infrastructure and installing safety barriers
- Improving advisory signage

2.3 Statutory and planning framework

2.3.1 State Environmental Planning Policy (Transport and Infrastructure) 2021

The State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP (Transport and Infrastructure)) aims to facilitate the effective delivery of infrastructure across the state. This includes roads and road infrastructure facilities, and port, wharf or boating facilities.

Section 2.109 of the SEPP (Transport and Infrastructure) permits development on any land for the purpose of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent. As the proposal is appropriately characterised as development for the purposes of a road or road infrastructure facilities and is to be carried out by or on behalf of Transport, it can be assessed under Division 5.1 of the EP&A Act. Development consent from council is not required.

The proposal is not located on land reserved under the *National Parks and Wildlife Act 1974* and does not require development consent or approval under:

- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021
- State Environmental Planning Policy (Precincts – Central River City) 2021
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021
- State Environmental Planning Policy (Precincts – Regional) 2021
- State Environmental Planning Policy (Planning Systems) 2021.

2.3.2 Other relevant legislation and environmental planning instruments

Yass Valley Local Environmental Plan 2013

The proposal area is located on land zoned SP2 infrastructure -roads under the Yass Valley Local Environmental Plan 2013 (Yass Valley LEP) where road are permissible with consent.

The objective of the SP2–Infrastructure zone is:

- To provide for infrastructure and related uses
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.

Developments in areas zoned SP2 are permitted with consent, however the ISEPP removes any restrictions to the proposed development and the proposal can be assessed under Division 5.1 of the EP&A Act.

Environmental Planning and Assessment Act 1979 (EP&A Act)

The primary aim of this Minor Works REF is to address statutory requirements in relation to Section 5.5 of the EP&A Act. This Minor Works REF provides the required information to enable the assessing officer to determine the likely significance of environmental impacts (and therefore, whether an Environmental Impact Statement is required) in accordance with the provisions of the EP&A Act.

This Minor Works REF has been prepared under Part 5 (Division 5.1) of the EP&A Act and describes the level of impact that the proposed activity may have. It aims to address Transport's duty with respect to considering the environmental impact of the proposed activity under section 5.5 of the EP&A Act and clause 228 of the Environmental Planning and Assessment Regulation 2000.

Biodiversity Conservation Act 2016 (BC Act)

The BC Act aims to conserve biodiversity at bioregional and State levels to maintain the diversity and quality of ecosystems. The BC Act provides for the protection of threatened species, populations and ecological communities, their habitats and critical habitat. Species, populations and ecological communities that are listed as critically endangered, endangered or vulnerable are identified in Schedule 1 of the BC Act.

A Biodiversity Assessment of the potential impact to threatened species, populations and ecological communities within the proposal area was undertaken (refer to Section 3.7). Fourteen species listed as threatened under the BC Act were recorded within 10km of the proposal site, it is unlikely these would be impacted by the proposal. Three threatened ecological communities (TEC's), seven species, known to occur, and 15 species likely to occur which are listed under the EPBC Act were recorded within 10km of the proposal site, none of these are likely to be impacted by the works.

Potential impacts would be limited to exotic groundcover removal along the proposal area to enable the construction of the safety improvements and the pruning of one *Eucalyptus melliodora* to improve sight distances.

State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 4 of the State Environmental Planning Policy (Biodiversity and Conservation) 2021 aims to encourage the conservation and management of areas of natural vegetation that provide a habitat for koalas. As the Proposal is being assessed under Part 5 of the EP&A Act, this does not apply. Notwithstanding, the likelihood of occurrence assessment found the Koala has a low likelihood of occurrence in the proposal area with no potential to impact the species as a result of the proposal.

Protection of the Environment Operations Act 1997 (POEO Act)

The underlying objective of the POEO Act is to reduce pollution and manage the storage, treatment and disposal of waste. A key feature of the Act is the issuing of Environmental Protection Licences (EPLs) for certain (scheduled) activities. Transport would not be required to obtain an EPL for the proposal as it does not form or involve any scheduled activities within the meaning and definition of the POEO Act. The POEO Act would however require Transport to manage the proposal to limit its potential to cause water, noise and/or air pollution, while managing its waste streams. This would be achieved through implementing the safeguards and management measures identified in Section 3.9.

Roads Act 1993 (Roads Act)

The Roads Act regulates the carrying out of certain activities on public roads, provides classification of roads and establishes procedures for opening and closing public roads.

Section 138 of the Roads Act requires consent to be obtained from the appropriate roads' authority for the following works: a. Erect a structure or carry out a work in, on or over a public road, or b. Dig up or disturb the surface of a public road, or c. Remove or interfere with a structure, work or tree on a public road, or d. Pump water into a public road from any land adjoining the road, or e. Connect a road (whether public or private) to a classified road. As the proposal would involve work on the Lachlan Valley Way, a Road Occupancy Licence (ROL) and Speed Zone Authorisation (SZA) is required from Transport under Section 138 of the Roads Act.

NSW National Parks and Wildlife Act 1974

The objectives of this Act are the conservation of nature, objects, places, or features of cultural value within the landscape, fostering public appreciation understanding and enjoyment of nature and cultural heritage and their conservation and providing for the management of land reserved under this Act in accordance with the management principles applicable for each type of reservation. Further, the objects are to be achieved by applying the principles of ESD.

This proposal would not impact on any land, objects, places, or features of cultural value (Aboriginal and non-Aboriginal) reserved under this Act. Nonetheless, this MWREF applies the principles of ESD.

Commonwealth Environment Protection and Biodiversity Conservation Act 1999

Under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) a referral is required to the Australian Government for proposed 'actions that have the potential to significantly impact on matters of national environmental significance or the environment of Commonwealth land'. These are considered in Appendix A and chapter 6 of the REF.

The implications of the approval and the associated assessment processes are detailed in the TfNSW Environmental Impact Assessment Practice Note – Environment Protection and Biodiversity Conservation Act 1999 – Strategic Assessment (EIA-N07). The practical effect of the approval is that TfNSW projects assessed under Part 5 of the EP&A Act:

- Must address and consider potential impacts on nationally listed threatened species, populations, ecological communities, and migratory species, including application of the “avoid, minimise, mitigate and offset” hierarchy.
- Do not require referral to the Federal Department of the Environment for these matters, even if the activity is likely to have a significant impact.

The assessment of the proposal's impact on matters of national environmental significance and the environment of Commonwealth land found that there is unlikely to be a significant impact on relevant matters of national environmental significance. Accordingly, the proposal has not been referred to the Australian Government Department of Agriculture, Water, and the Environment.

2.4 Community engagement and agency consultation

2.4.1 SEPP (Transport and Infrastructure) consultation

Part 2.2 of the SEPP (Transport and Infrastructure) contains provisions for public authorities to consult with local councils and other public authorities prior to the commencement of certain types of development. This is detailed below:

Table 2-3: Consultation required with Council

Is consultation with Council required under sections 2.10 -2.12 and 2.14 of the SEPP (Transport and Infrastructure)?		
<p>Are the works likely to have a substantial impact on the stormwater management services which are provided by council?</p> <p>The proposed work would not include significant modifications to the existing overland stormwater flows within the proposal footprint, minor changes would occur adjacent to the shoulder widening. Yass Valley Council have been notified of the proposed work in accordance with Part 2.2 of the SEPP (Transport and Infrastructure).</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Are the works likely to generate traffic to an extent that will strain the capacity of the existing road system in a local government area?</p> <p>The existing road network in Binalong would experience minor impacts from the proposed closure of the Burley Griffin Way and Richmond Street intersection. This is unlikely to strain the existing road system however Yass Valley Council have been notified of the proposed work in accordance with Part 2.2 of the SEPP (Transport and Infrastructure).</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Will the works involve connection to a council owned sewerage system? If so, will this connection have a substantial impact on the capacity of the system?</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

The proposal would not require connection to a council owned sewerage system.		
<p>Will the works involve connection to a council owned water supply system? If so, will this require the use of a substantial volume of water?</p> <p>The proposal would not require connection to a council owned water supply system.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Will the works involve the installation of a temporary structure on, or the enclosing of, a public place which is under local council management or control? If so, will this cause more than a minor or inconsequential disruption to pedestrian or vehicular flow?</p> <p>The proposal includes the temporary use of a small area within the Binalong Recreation Ground as a site compound during construction. The use of this site would not cause more than a minor disruption to vehicle or pedestrian flow. Yass Valley Council have been notified of the proposed work in accordance with Part 2.2 of the SEPP (Transport and Infrastructure).</p> <p>Yass Valley Council is supportive of the use of the Binalong Recreation Ground as a site compound during construction.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Will the works involve more than a minor or inconsequential excavation of a road or adjacent footpath for which council is the roads authority and responsible for maintenance?</p> <p>The proposed work would require excavation of small sections of roads for which council is the roads authority, this would include widening and drainage improvements on a small section of Fitzroy Street near the intersection with Burley Griffin Way.</p> <p>Yass Valley Council has been consulted regarding the excavation of local roads and is supportive of the proposed works.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Is there a local heritage item (that is not also a state heritage item) or a heritage conservation area in the study area for the works? If yes, does a heritage assessment indicate that the potential impacts to the heritage significance of the item/area are more than minor or inconsequential?</p> <p>The nearest locally listed heritage item and the Yass Valley Council General Conservation Area are located about one kilometre from the proposal area.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal within the coastal vulnerability area and inconsistent with a certified coastal management program applying to that land?</p> <p>The proposed site is not located within the coastal vulnerability area.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Are the works located on flood liable land? If so, will the works change flooding patterns to more than a minor extent?</p> <p>The proposal site is not located on flood liable land.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Table 2-4: Consultation with other public authorities

Is consultation with a public authority (other than Council) required under sections 2.13, 2.15 and 2.16 of the SEPP (Transport and Infrastructure)?		
<p>Are the works located on flood liable land? (to any extent)</p> <p>The proposal site is not located on flood liable land.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Are the works adjacent to a national park, nature reserve or other area reserved under the <i>National Parks and Wildlife Act 1974</i>, or on land acquired under that Act?</p> <p>The proposed work is not adjacent to an area reserved under the National Parks and Wildlife Act 1974.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

<p>Are the works on land in Zone C1 National Parks and Nature Reserves or in a land use zone equivalent to that zone?</p> <p>The proposed work is not on land in Zone C1 National Parks and Nature Reserves or in a land use zone equivalent to that zone.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Do the works include a fixed or floating structure in or over navigable waters?</p> <p>The proposed work is not being carried out over navigable waters</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Are the works for the purpose of residential development, an educational establishment, a health services facility, a correctional facility or group home in bush fire prone land?</p> <p>The proposed work is not development in bush fire prone land which would require consultation with the Rural Fire Service.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Would the works increase the amount of artificial light in the night sky and that is on land within the dark sky region as identified on the dark sky region map? (Note: the dark sky region is within 200 kilometres of the Siding Spring Observatory)</p> <p>The proposed work is located more than 350 kilometres from the Siding Spring Observatory.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Are the works on buffer land around the defence communications facility near Morundah? (Note: refer to Defence Communications Facility Buffer Map referred to in clause 5.15 of Lockhart LEP 2012, Narrandera LEP 2013 and Urana LEP 2011).</p> <p>The proposed work is not located within the area identified on the Defence Communications Facility Buffer Map referred to in clause 5.15 of Lockhart LEP 2012, Narrandera LEP 2013 and Urana LEP 2011.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Are the works on land in a mine subsidence district within the meaning of the <i>Mine Subsidence Compensation Act 1961</i>?</p> <p>The proposed work is not located in a mine Subsidence District.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Are the works on, or reasonably likely to have an impact on, a part of the Willandra Lakes Region World Heritage Property?</p> <p>The proposed work is not likely to have an impact on the Willandra Lakes Region World Heritage Property</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Are the works within a Western City operational area specified in Schedule 2 of the <i>Western Parkland City Authority Act 2018</i> with a capital value of \$30 million or more?</p> <p>The proposed works are not within a Western Sydney Operational area.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Table 2-5: Notification of council and occupiers of adjoining land

Do Council and occupiers of adjoining land need to be notified under section 2.111 of the SEPP (Transport and Infrastructure)?		
<p>Does the proposal include a car park intended for the use by commuters using regular bus services?</p> <p>The proposed work does not include a car park.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Does the proposal include a bus depot?</p> <p>The proposed work does not include a bus depot.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Does the proposal include a permanent road maintenance depot or associated infrastructure, such as garages, sheds, tool houses, storage yards, training facilities and workers amenities?</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

The proposed work does not include a permanent road maintenance depot or associated infrastructure.

2.4.2 Other agency and community engagement

Transport for NSW has undertaken engagement with the community during the development of the proposal. The engagement included a mail-out of information regarding the proposal to the potentially impacted community with a follow-up door knock. Table 2-6 below describes the description of issues discussed, the outcome of the discussion and any modifications to the proposal resulting from the engagements. Table 2-6: Summary of issues raised in community engagement

Group	Issue raised	Response / where addressed in REF
Residents	Road widening at the intersection of Fitzroy and Stephens Street.	There was limited endorsement , some members of the community didn't believe road safety at the location of the proposal to be an issue.
Residents	Relocation of the overhead electrical services including streetlighting improvement	The proposed electrical works was fully supported by the community.
Residents	Installation of concrete median on Fitzroy Street	The proposal was not supported by the community.
Residents	Installation of Safety Barrier	Limited community endorsement, barrier rail to only be installed on the western side of Fitzroy Street.
Residents	Closing access to and from Richmond Street.	This was not supported by the community but has been endorsed by Yass Valley Council.
Residents	Removing access to Fitzroy Street for heavy vehicles	This was not supported by the community. The scope has been modified to keep open to south-bound general freight only, Queens Street appropriate only for north bound heavy vehicles.
Residents	Upgrading intersection signage, gateway line marking treatments at the commencement of the 50km/hr speed zone.	This was fully supported by the community.
Residents	Speed Camera Installation	The installation of a speed camera is outside of the proposal scope. Binalong urban area could be offered to the speed camera portal as a potential location for mobile cameras.
Residents	Smiley Face advisory speed cameras	Installation has been Investigated, with a small increase in funding these could be included in the scope of the proposal.

Residents	Double barrier white lines. There is a history of vehicles over taking through Binalong urban area.	Installation has been Investigated, with a small increase in funding these could be included in the scope of the proposal.
Residents	Seal Beckham Street	This is outside of the proposal scope, Beckham Street is a local road which is the responsibility of Yass Valley Council, the sealing would be subject to further environmental impact assessment if council contributed funding for the sealing work.
Residents	Build a dedicated right-turn lane on Stephens Street into Fitzroy Street.	This is outside fo the scope of the proposal. A dedicated righ turn lane would require land acquisition to provide a large enough area. Additional costs and time delays for acquisition would delay the proposal, furthermore, the right-turn lane would not resolve the underlying issues of crashes at the location.
Residents	Build a truck bypass. A long-term solution here would be to seal and widen Grogans Road and enable it to line up with Henderson Lane. This would serve as a bypass. Once the proposed bypass is completed, definitely load limit Fitzroy Street.	This is outside the scope of the proposal. This would need to be considered as part of Yass Valley Council's long term traffic strategy.

3. Environmental assessment

This chapter provides a detailed description of the potential environmental impacts associated with the construction and operation of the proposal. All aspects of the environmental potentially impacted upon by the proposal are considered. This includes consideration of the factors specified in s171 of the Environmental Planning and Assessment Regulation 2021.

The matters of national environmental significance under the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) are also considered in Appendix A. Site-specific safeguards are provided to ameliorate the identified potential impacts.

3.1 Soil

Table 3-1: Soil

Description of existing environmental and potential impacts		
<p>Are there any known occurrences of salinity or acid sulfate soils in the area? A search of the NSW eSpade soil profile and soil map information did not identify any known occurrences of salinity or acid sulfate soils in the proposal area.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Does the proposal involve the disturbance of large areas (e.g., >2ha) for earthworks? The proposal would disturb an area which is about 0.33ha.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Does the site have constraints for erosion and sedimentation controls such as steep gradients or narrow corridors? The road reserve in the location of the proposal is narrow and there is an existing surface stormwater drainage system in place and an existing culvert under the Burley Griffin Way near the intersection with Fitzroy Street. Adequate areas are available for the implementation of erosion and sediment controls which meet the requirements of the Blue Book: Managing Urban Stormwater: Soils and Construction.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Are there any sensitive receiving environments that are located in or nearby the likely proposal area or that would likely receive stormwater discharge from the proposal? Sensitive receiving environments include (but are not limited to) wetlands, state forests, national parks, nature reserves, rainforests, drinking water catchments). There are no sensitive receiving environments located in or nearby the proposal area.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is there any evidence within or nearby the likely footprint of potential contamination? There is no evidence of potential contamination within the likely footprint of the proposal. A search of the EPA Contaminated Land register identified the nearest contaminated site to be about 29 kilometres away in Yass.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the likely proposal footprint in or nearby highly sloping landform? The proposal footprint is on the outskirts of Binalong on a gently sloping landform.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal likely to result in more than 2.5ha (area) of exposed soil? The proposal would disturb an area which is <0.33ha</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Safeguards

Safeguards to be implemented are:

E1. Erosion and sediment control measures will be implemented and maintained to:

- prevent sediment moving off-site and sediment laden water entering any water course, drainage lines, or drain inlets
- reduce water velocity and capture sediment on site
- minimise the amount of material transported from site to surrounding pavement surfaces
- divert clean water around the site.

(in accordance with the Landcom/Department of Housing Managing Urban Stormwater, Soils and Construction Guidelines (the Blue Book)).

E2. Erosion and sedimentation controls will be checked and maintained on a regular basis (including clearing of sediment from behind barriers) and records kept and provided on request.

E3. Erosion and sediment control measures will not be removed until the works are complete and areas stabilised.

E4. Work areas will be stabilised progressively during the works.

E5. The maintenance of established stockpile sites will be in accordance with the Transport Stockpile Site Management Guideline (EMS-TG-10) (2015).

3.2 Waterways and water quality

Table 3-2: Waterways and water quality

Description of existing environmental and potential impacts		
Is the proposal located within, adjacent to or near a waterway? The nearest named waterway is Balgalal Creek which is located about 1.4 kilometres west of the proposal site.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Is the location known to flood or be prone to water logging? The proposal site is not prone to flooding or water logging.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Is the proposal located within a regulated catchments covered by chapter 6 of State Environmental Planning Policy (Biodiversity and Conservation) 2021 (SEPP (Biodiversity and Conservation))? <u>Note: See maps here</u> The proposal site is not within a regulated catchment.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Would the proposal be undertaken on a bridge or ferry? The proposal does not require work on a bridge or ferry.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Is the proposal likely to require the extraction of water from a local water course (not mains)? Water for the proposal would be sourced from a local potable water supply	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Safeguards

Safeguards to be implemented are:

W1. No dirty water will be released into drainage lines and/or waterways.

W2. Visual monitoring of local water quality (i.e., turbidity, hydrocarbon spills/slicks) will be undertaken on a regular basis to identify any potential spills or deficient silt curtains or erosion and sediment controls.

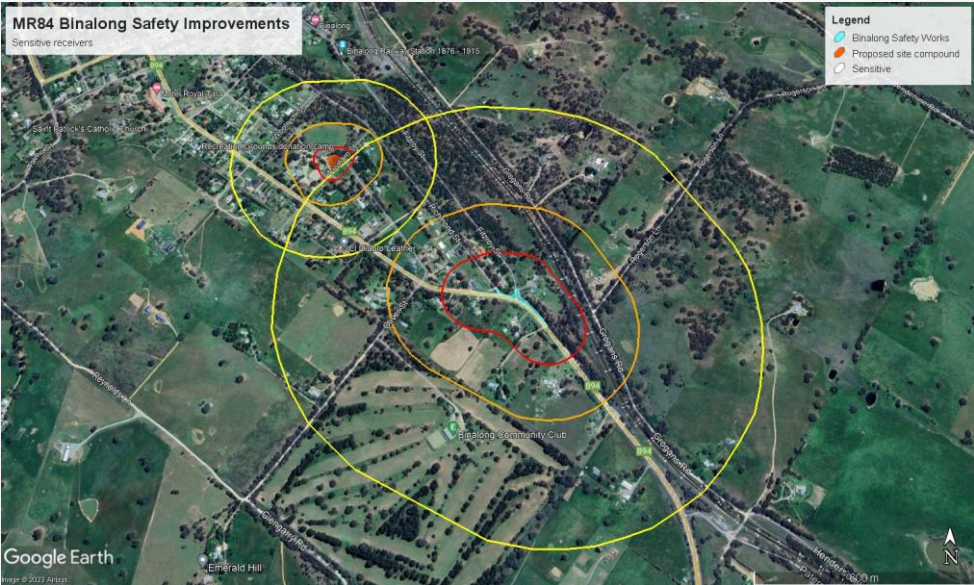
W3. Water quality control measures will be used to prevent any materials (e.g., concrete, grout, sediment etc.) entering drain inlets or waterways.

W4. Measures to control pollutants from stormwater and spills will be investigated and incorporated in the pavement drainage system at locations where it discharges to receiving drainage lines. Measures aimed at

reducing flow rates and potential scour during rain events will be incorporated in the design of the pavement drainage system.

3.3 Noise and vibration

Table 3-3: Noise and vibration

Description of existing environmental and potential impacts		
<p>Are there any residential properties or other noise sensitive areas near the location of the proposal that may be affected by the work (i.e., church, school, hospital)?</p> <p>The proposal site is located within the urban area of the Binalong township, the site compound for the works is located nearby at the Binalong Recreation Ground. Figure 3-1 below shows sensitive receivers for both the site compound and the proposal site based on the compound operation modelling and bulk earthworks scenarios.</p>  <p>Figure 3-1: Noise sensitive receivers.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Is the proposal going to be undertaken only during standard working hours?</p> <p>Standard working hours</p> <ul style="list-style-type: none"> Monday-Friday: 7:00am to 6:00pm Saturday: 8:00am to 1:00pm Sunday and Public Holidays: no work <p>Out of hours work is likely to be undertaken between the hours of 7am to 8am and 1pm to 5pm on Saturday, this would allow the overall construction period to be shortened thereby reducing the impact to sensitive receivers.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is any explosive blasting required for the proposal?</p> <p>Explosive blasting would not be required during construction.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Would construction noise or vibration from the proposal affect sensitive receivers?</p> <p>The proposed working hours for construction include out of hours day work on Saturday's between 7am – 8am and 1pm – 5pm. The predicted impact to sensitive receivers has been estimated using the Transport for NSW Construction Noise and Maintenance Noise Estimator. A distance based assessment for construction scenarios has been used to predict impacts and identify sensitive receivers. The scenario for compound operation has identified the following for receivers in the vicinity of the site compound during out of hours day work:</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

<ul style="list-style-type: none"> • Receivers within 40 metres are likely to experience highly intrusive noise, this includes receivers indicated with the area marked in red around the site compound in Figure 3-1 • Receivers within 130 metres are likely to experience moderately intrusive noise, this includes receivers indicated with the area marked in orange around the site compound in Figure 3-1 • Receivers within 305 metres are likely to experience noticeable noise, this includes receivers indicated with the area marked in yellow around the site compound in Figure 3-1. <p>The scenario for bulk earthworks has identified the following for receivers in the vicinity of the construction site during out of hours day work:</p> <ul style="list-style-type: none"> • Receivers within 115 metres are likely to experience highly intrusive noise, this includes receivers indicated with the area marked in red around the construction site in Figure 3-1 • Receivers within 280 metres are likely to experience moderately intrusive noise, this includes receivers indicated with the area marked in orange around the construction site in Figure 3-1 • Receivers within 635 metres are likely to experience noticeable noise, this includes receivers indicated with the area marked in yellow around the construction site in Figure 3-1. <p>Receivers which are predicted to experience highly intrusive noise will receive specific notification of out of hours day work. Receivers experiencing moderately intrusive and noticeable noise impacts will receive notification of the work in accordance with the Transport for NSW Construction Noise and Vibration Guideline.</p>		
<p>Would operation of the proposal alter the noise environment for sensitive receivers? This might include, but not be limited to, altering the line or level of an existing carriageway, changing traffic flow, adding extra lanes, increasing traffic volume, increasing the number of heavy vehicles, removing obstacles that provide shielding including changing the angle of view of the traffic, changing the type of pavement, increasing traffic speeds by more than 10 kilometres per hour or installing audio-tactile line markings.</p> <p>The proposal is predicted to result in a slight reduction in operational noise. Modelling of operational noise using the Transport for NSW Road Traffic Noise Estimator with the traffic counts from the nearest traffic counter on the Burley Griffin Way and a reduction in speed limit for 60 kph to 50kph has predicted a reduction of 0.7dba during the day and 0.5dba during the night.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Would the proposal result in vibration being experienced by any surrounding properties or infrastructure during operation?</p> <p>The “Ground Vibration -minimum working distances from sensitive receivers” as outlined in the Transport for NSW Construction Noise and Maintenance Noise Estimator identifies that 25 metres is the minimum distance from a structure to avoid cosmetic damage when using a >18 tonne vibratory roller. The two nearest dwellings to the work site are >25 metres, given the equipment used on site would generate less vibration than a >18 tonne vibratory roller, vibration impacts are not expected during the works.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Safeguards


Safeguards to be implemented are:

N1. Noise impacts will be minimised in accordance with Transport Construction and Maintenance Noise Estimator (EMF-NV-TT-0067) and Transport Construction noise and vibration guidelines (for roads and maritime) 2022 (EMF-NV-GD-0056)

N2. Measures will be implemented to minimise or prevent vibration impacts, including: · allowing adequate distance that vibration producing equipment can come to buildings · using non-vibration-producing equipment

3.4 Air quality

Table 3-4: Air quality

Description of existing environmental and potential impacts		
<p>Is the proposal likely to result in large areas (>2ha) of exposed soils?</p> <p>The proposal would disturb an area which is <0.33ha</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Are there any dust-sensitive receivers located within the vicinity of the proposal during the construction period?</p> <p>The proposed work is being undertaken within the township of Binalong, the nearest dust sensitive receivers are located about 25 metres from the site. The stockpile utilised during construction is located in a rural area and there are no dust sensitive receivers located within 400 metres of the site. Sensitive receivers are shown on Figure 3-2 below.</p>  <p>Figure 3-2: Dust sensitive receivers.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Is there likely to be an emission to air during construction?</p> <p>The amount of earthworks with the potential to generate dust are minimal and dust suppression mitigations will be implemented during construction, it is expected that the impact would not be significant.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Safeguards

Safeguards to be implemented are:

- A1. Measures (including watering or covering exposed areas) will be used to minimise or prevent air pollution and dust.
- A2. Works (including the spraying of paint and other materials) will not be carried out during strong winds or in weather conditions where high levels of dust or air borne particulates are likely.
- A3. Vehicles and vessels transporting waste or other materials that may produce odours or dust will be covered during transportation.
- A4. Stockpiles or areas that may generate dust will be managed to suppress dust emissions in accordance with the Transport Stockpile Site Management Guideline (EMS-TG-10).

3.5 Aboriginal cultural heritage

Table 3-5: Aboriginal cultural heritage

Description of existing environmental and potential impacts		
<p>Would the proposal involve disturbance in any area that has not been subject to previous ground disturbances?</p> <p>The ground disturbance for the proposed work would be limited to previously disturbed areas on road shoulders and within the road formation.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Has an online Aboriginal Heritage Information Management System (AHIMS) search been completed?</p> <p>A basic AHIMS search for the proposed work area and ancillary facilities was carried out on 08 September 2023, the search area was for the following area:</p> <ul style="list-style-type: none"> Lat, Long From :-34.6988, 148.6179 -Lat, Long To :-34.672, 148.6798 <p>The basic search result showed one recorded site within the area, a subsequent extensive search was undertaken and site cards requested. The recorded site is an artefact which is located more than 1.8km for the proposal site and more than 3km from the stockpile, this artefact would not be impacted by the work. Copies of the AHIMS searches and site cards are included in Appendix C.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Is there potential for the proposal to impact on any items of Aboriginal cultural heritage?</p> <p>The proposed work is being undertaken within previously disturbed areas within the road reserve, the nearest recorded AHIMS site is located more than 18.km from the works.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Would the proposal involve the removal of mature native trees?</p> <p>There are no mature trees being removed for the proposed work.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal consistent with the requirements of Transport's <i>Procedure for Aboriginal cultural heritage consultation and investigation (PACHCI)</i>?</p> <p>A stage 1 PACHCI Clearance letter has been provided for the proposed work, a copy is included in Appendix C.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Safeguards

Safeguards to be implemented are:

B1. If Aboriginal heritage items are uncovered during the works, all works in the vicinity of the find must cease and the Transport Aboriginal cultural heritage officer and Senior Manager Environment and Sustainability contacted immediately. Refer to steps in the Transport Unexpected heritage items procedure (EMF-HE-PR-0076) which must be followed.

3.6 Non-Aboriginal heritage

Table 3-6: Non-Aboriginal heritage

Description of existing environmental and potential impacts		
<p>Have online heritage database searches been completed?</p> <ul style="list-style-type: none"> Transport (including legacy Roads and Maritime) section 170 register NSW Heritage database Commonwealth Heritage List, established under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) Maritime heritage database Australian Heritage Places Inventory 	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

<ul style="list-style-type: none"> Local Environmental Plan(s) heritage items. <p>The following online heritage database searches have been undertaken:</p> <ul style="list-style-type: none"> NSW Heritage database Australian Heritage Places Inventory Local Environmental Plan(s) heritage items. 		
<p>Are there any items of non-Aboriginal heritage or heritage conservation areas listed on relevant heritage databases/registers that are located within the vicinity of the proposal?</p> <p>The nearest listed heritage item to the proposal site is the Binalong Railway Station and Yard Group 1876–1883 (Listing No. I015), this is >400 metres from the site compound and >1km from the proposed work site.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal likely to impact trees that form part of a heritage listing or have other heritage value?</p> <p>There are no trees which form part of a heritage listing or have potential heritage value within or near the proposal site or proposed ancillary facility areas.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal likely to occur in or near features that indicate potential archaeological remains?</p> <p>The proposed work would be carried out in areas which have been previously disturbed during road construction. The LEP listed Binalong Heritage Conservation Area is located >1km from the proposal site and >400 metres from the proposed site compound.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Safeguards

Safeguards to be implemented are:

H1. If unexpected heritage items are uncovered during the works, all works must cease in the vicinity of the material/find and the steps in the Transport Unexpected heritage items procedure (EMF-HE-PR-0076) must be followed.

3.7 Biodiversity

Table 3-7: Biodiversity

Description of existing environmental and potential impacts														
<p>Have relevant database searches been carried out?</p> <p>The following database searches for biodiversity were carried out:</p> <ul style="list-style-type: none"> BioNet threatened species records within 10km of the proposed site. Commonwealth EPBC Act Protected Matters Search Tool (PMST) within 10km of the proposed site. 		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>											
<p>Did the database searches identify any endangered ecological communities, threatened flora and/or threatened or protected fauna, or migratory species in or within the vicinity of the proposed works? Both Commonwealth and State listed matters must be considered.</p> <p>A Bionet search was undertaken on 7 September 2023 with the search area being North -34.58, South -34.78, East 148.74, and West 148.54. There were 14 species recorded which are listed as threatened under either the NSW Biodiversity Conservation Act 2016 (BC Act) or the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act), or both. No communities listed under either Act were recorded in the search area.</p> <p>Bionet search results</p> <table> <tr> <th>Scientific and common name</th><th>Status *</th><th>Type of listing (BC Act or EPBC Act)</th><th>Distance from works</th><th>Potential impacts</th></tr> <tr> <td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>		Scientific and common name	Status *	Type of listing (BC Act or EPBC Act)	Distance from works	Potential impacts						Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	
Scientific and common name	Status *	Type of listing (BC Act or EPBC Act)	Distance from works	Potential impacts										

<i>Hieraaetus morphnoides</i>	V	BC Act	>10km	Unlikely –occupies open eucalypt forest or woodland
Little Eagle				
<i>Lophoictinia isura</i>	V	BC Act	1.25km	Unlikely –occupies open eucalypt forest or woodland timbered watercourses.
Square-tailed Kite				
<i>Callocephalon fimbriatum</i>	V	BC Act	4.6km	Unlikely –prefers tall mountain forests and woodlands during summer, may occur at lower altitudes in drier more open eucalypt forests and woodlands in winter.
Gang-gang Cockatoo	E	EPBC Act		
<i>Polytelis swainsonii</i>	V	BC Act	960m	Unlikely –occupies River Red Gums and box eucalypts and nests in hollows of large trees
Superb Parrot	V	EPBC Act		
<i>Climacteris picumnus victoriae</i>	V	BC Act	7.4km	Unlikely -mainly inhabits woodlands dominated by stringybarks or other rough-barked eucalypts, usually with an open grassy understorey, sometimes with one or more shrub species
Brown Treecreeper (eastern subspecies)				
<i>Anthochaera phrygia</i>	E	BC Act	5.65km	Unlikely -species inhabits dry open forest and woodland, particularly Box-Ironbark woodland, and riparian forests of River Sheoak.
Regent Honeyeater	CE	EPBC Act		
<i>Pomatostomus temporalis temporalis</i>	V	BC Act	7.9km	Unlikely -Inhabits open Box-Gum Woodlands on the slopes, and Box-Cypress-pine and open Box Woodlands on alluvial plains.
Grey-crowned Babbler (eastern subspecies)				
<i>Daphoenositta chrysoptera</i>	V	BC Act	7.85km	Unlikely –occupies eucalypt forests and woodlands
Varied Sittella				
<i>Artamus cyanopterus cyanopterus</i>	V	BC Act	8.4km	Unlikely –occupies open forests and woodlands, with an open and sparse understorey
Dusky Woodswallow				
<i>Petroica boodang</i>	V	BC Act	7.65km	Unlikely –occupies dry eucalypt forests and woodlands with an open understorey
Scarlet Robin				
<i>Stagonopleura guttata</i>	V	BC Act	>10km	Unlikely –feeds exclusively on the
Diamond Firetail				

				ground on native grass and herb seeds
<i>Phascolarctos cinereus</i> Koala	E E	BC Act EPBC Act	8.9km	Unlikely -Inhabit eucalypt woodlands and forests. Home range size varies with quality of habitat, ranging from less than two ha to several hundred hectares in size.
<i>Synemon plana</i> Golden Sun Moth	V V	BC Act EPBC Act	1.6km	Unlikely –inhabits unshaded areas, and occupies grasses dominated by wallaby grasses. Bare ground and tussocks are important microhabitats.
<i>Ammobium craspedioides</i> Yass Daisy	V V	BC Act EPBC Act	1.9km	Nil –not present in the proposal area.

*V= vulnerable, E = endangered, CE = critically endangered, VEC = vulnerable ecological community EEC = endangered ecological community, CEEC = critically endangered ecological community M = Migratory

The proposal is not likely to impact on nationally listed threatened species, ecological communities or migratory species due to the minor scope and limited duration of the work. The following table provides details of the EPBC listed species recorded within the study area.

EPBC Protected Matters search results

Scientific and common name	Status *	Type of listing (BC Act or EPBC Act)	Likelihood of presence	Potential impacts
Communities				
White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland	CE	EPBC Act	Likely	Inconsequential, one branch would be removed from a mature Yellow Box
Natural Temperate Grassland of the South Eastern Highlands	CE	EPBC Act	Likely	Nil –not present in the proposal area.
Grey Box (Eucalyptus microcarpa) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia	E	EPBC Act	Likely	Nil –not present in the proposal area.

Birds						
Swift Parrot	CE	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.		
Curlew Sandpiper	CE, M	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.		
Australian Painted Snipe	E	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.		
South-eastern Hooded Robin, Hooded Robin (south-eastern)	E	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.		
Major Mitchell's Cockatoo (eastern), Eastern Major Mitchell's Cockatoo, Pink Cockatoo (eastern)	E	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.		
Australasian Bittern	E	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.		
Latham's Snipe, Japanese Snipe	V, M	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.		
Southern Whiteface	V	EPBC Act	Known	Nil, the proposal would not disturb suitable habitat.		
Diamond Firetail	V	EPBC Act	Known	Nil, the proposal would not disturb suitable habitat.		
Sharp-tailed Sandpiper	V, M	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.		
Brown Treecreeper (south-eastern)	V	EPBC Act	Known	Nil, the proposal would not disturb suitable habitat.		
Grey Falcon	V	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.		
Painted Honeyeater	V	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.		
Blue-winged Parrot	V	EPBC Act	Likely	Nil, the proposal would not		

				disturb suitable habitat.
White-throated Needletail	V, M	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.
Fish				
Macquarie Perch	E	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Trout Cod	E	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Murray Cod	V	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Frog				
Sloane's Froglet	E	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Booroolong Frog	E	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Southern Bell Frog,, Growling Grass Frog, Green and Golden Frog, Warty Swamp Frog, Golden Bell Frog	V	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Mammal				
Large-eared Pied Bat, Large Pied Bat	E	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Spot-tailed Quoll, Spotted-tail Quoll, Tiger Quoll (southeastern mainland population)	E	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Corben's Long-eared Bat, South-eastern Long-eared Bat	V	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Grey-headed Flying-fox	V	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Insect				
Key's Matchstick Grasshopper	E	EPBC Act	May	Nil, the proposal would not

				disturb suitable habitat.		
Plant						
Hoary Sunray, Grassland Paper-daisy	E	EPBC Act	May	Nil, the proposal would only remove a small amount of vegetation from the road verge in an urban area.		
Small Purple-pea, Mountain Swainson-pea, Small Purple Pea	E	EPBC Act	May	Nil, the proposal would only remove a small amount of vegetation from the road verge in an urban area.		
Tarengo Leek Orchid	E	EPBC Act	May	Nil, the proposal would only remove a small amount of vegetation from the road verge in an urban area.		
River Swamp Wallaby-grass, Floating Swamp Wallaby-grass	V	EPBC Act	May	Nil, the proposal would only remove a small amount of vegetation from the road verge in an urban area.		
Austral Toadflax, Toadflax	V	EPBC Act	May	Nil, the proposal would only remove a small amount of vegetation from the road verge in an urban area.		
Large-fruit Fireweed, Large-fruit Groundsel	V	EPBC Act	May	Nil, the proposal would only remove a small amount of vegetation from the road verge in an urban area.		
Spiny Peppergrass	V	EPBC Act	May	Nil, the proposal would only remove a small amount of vegetation from the road verge in an urban area.		

Crimson Spider-orchid, Maroon Spider-orchid	V	EPBC Act	May	Nil, the proposal would only remove a small amount of vegetation from the road verge in an urban area.
Reptile				
Striped Legless Lizard, Striped Snake-lizard	V	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.
Pink-tailed Worm-lizard, Pink-tailed Legless Lizard	V	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.
Migratory				
Satin Flycatcher	M	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.
Latham's Snipe, Japanese Snipe	V, M	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.
Fork-tailed Swift	M	EPBC Act	Likely	Nil, the proposal would not disturb suitable habitat.
Rufous Fantail	M	EPBC Act	Known	Nil, the proposal would not disturb suitable habitat.
Sharp-tailed Sandpiper	V, M	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Pectoral Sandpiper	M	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Curlew Sandpiper	CE, M	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Common Sandpiper	M	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
Yellow Wagtail	M	EPBC Act	May	Nil, the proposal would not disturb suitable habitat.
White-throated Needletail	V	EPBC Act	Likely	Nil, the proposal would not

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Figure 3-4: Eucalyptus melliodora (Yellow Box) tree to be pruned.
If any hollows are detected once the limb has been removed these will be replaced in accordance with Transport's *Tree and hollow replacement guidelines* (EMF-BD-GD-0129).

Is the proposal likely to impact nationally listed threatened species, ecological communities or migratory species?

The proposal would not impact nationally listed threatened species, ecological communities or migratory species as the work would be limited to a small section of the highway verge within the urban area of Binalong. The nearest record of threatened species is 960m with that being the Superb Parrot. Given the mobility of the Superb Parrot it is unlikely any individual would be impacted and the proposal would not remove either foraging or nesting habitat. The nearest record of a threatened plant species is for the Yass Daisy, this is located 1.9km west of the site in an area containing remnant vegetation.

Yes
☐ No
☒

Would the proposal require the removal of any other vegetation?

No other vegetation would be impacted by the proposal.

Yes
☐ No
☒

Would the proposal require the removal of any tree hollows?

Yes
☐ No
☒

A ground-based assessment did not indicate the presence of any hollows in the branch. If any hollows are detected once the limb has been removed these will be replaced in accordance with Transport's <i>Tree and hollow replacement guidelines</i> (EMF-BD-GD-0129).		
<p>Are there any known areas of outstanding biodiversity value or areas mapped as 'littoral rainforest' or 'coastal wetland' under chapter 2 of SEPP (Resilience and Hazards) in or within the vicinity of the proposed work?</p> <p>There are no known areas of outstanding biodiversity value or areas mapped as 'littoral rainforest' or 'coastal wetland' within the vicinity of the proposal, the nearest known site is over 160km from the site.</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>
<p>Would the proposal provide any additional barriers to the movement of wildlife?</p> <p>The proposal would not provide any additional barriers to the movement of wildlife, a short section of barrier rail would be installed in an urban area.</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>
<p>Would the proposal disturb any natural waterways or aquatic habitat?</p> <p>No waterways or aquatic habitat would be disturbed by the proposed work.</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>
<p>Would the proposal impact (directly or indirectly) any potential microbat roosting or breeding habitat such as on bridges and culverts?</p> <p>The proposed work would not be undertaken on bridges or culverts.</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>

Safeguards

Safeguards to be implemented are:

- F1. There will be no disturbance or damage to threatened species or areas of outstanding biodiversity value.
- F2. Works will not harm threatened fauna (including where they inhabit bridges or other structures e.g., timber fence posts or maritime piles).
- F3. If threatened fauna or flora species are discovered unexpectedly, stop works immediately and follow the Transport Unexpected Threatened Species Find Procedure contained in the Transport Biodiversity Guidelines – Guide 1 (Pre-clearing process (EMF-BD-GD-0032)).
- F4. All pathogens (e.g., Chytrid, Myrtle Rust and Phytophthora) will be managed in accordance with Transport Biodiversity Guidelines-Guide 7 (Pathogen Management) (EMF-BD-GD-0032) and Statement of Intent 1: Infection of native plants by Phytophthora cinnamomi (DECC) (for Phytophthora).
- F5. Priority weeds will be managed according to requirements under the Biosecurity Act, 2015 and Transport Biodiversity Guidelines-Guide 6 (Weed Management) (EMF-BD-GD-0032).
- F6. Fauna handling must be carried out in accordance with Transport Biodiversity Guidelines-Guide 9 (Fauna Handling) (EMF-BD-GD-0032).
- F7. Works will not create an ongoing barrier to the movement of wildlife.
- F8. Pruning of mature trees will be in accordance with Part 5 of the Australian Standard 4373-2007 Pruning of amenity trees.

3.8 Traffic and transport

Table 3-8: Traffic and transport

Description of existing environmental and potential impacts		
<p>Is the proposal likely to result in detours or disruptions to traffic flow (vehicular, cycle and pedestrian) or access during construction?</p> <p>During construction there would be short term delays to traffic using the Burley Griffin Way and Fitzroy Street. Traffic using Richmond Street would be impacted during</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>

<p>construction with these impacts becoming permanent through the closure of the intersection, this is discussed further below.</p> <p>Traffic impacts during construction would be managed with traffic control in accordance with a Traffic Guidance Scheme (TGS) to restrict movements to one way single lane on the highway, movements into and out of Fitzroy Street would also be managed using the TGS.</p>		
<p>Is the proposal likely to result in detours or disruptions to traffic flow (vehicular, cycle and pedestrian) or access during operation?</p> <p>Traffic impacts during operation of the proposal would be permanent for road users of Richmond Street as this intersection would be permanently closed and a cul-de-sac constructed in Richmond Street to facilitate the movement of service vehicles.</p> <p>The distance travelled for the most disadvantaged resident (No. 75 Richmond Street) via Twynam Street (sealed street) to access Stephens Street to the south increases from approx. 200 metres to 1,550 metres with a calculated travel increase time of approximately two minutes. This route also includes an additional GIVE WAY intersection to negotiate. Alternatively travelling via Beckham Street (un-sealed surface) and Camden Street, the distance increases by approximately 600 metres with a calculated travel increase time of approximately 1 minute including the additional GIVE WAY intersection to negotiate.</p> 	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>Is the proposal likely to affect any other transport nodes or transport infrastructure (e.g., bus stops, bus routes) in the surrounding area? Or result in detours or disruptions to traffic flow (vehicular, cycle and pedestrian) or access during operation?</p> <p>Traffic impacts during operation of the proposal would be permanent for road users of Richmond Street as this intersection would be permanently closed and a cul-de-sac constructed in Richmond Street to facilitate the movement of service vehicles.</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>

Figure 3-5: Proposed changes to traffic and transport.

Safeguards

Safeguards to be implemented are:

T1. Where possible, current traffic movements and property accesses will be maintained during the works. Any disturbance will be minimised to prevent unnecessary traffic delays.

T2. A traffic guidance scheme will be prepared in accordance with Transport Traffic control at work sites manual (version 6.1, 2022) and Australian Standard 1742.3 Manual of uniform control devices.

3.9 Socio-economic

Table 3-9: Socio-economic

Description of existing environmental and potential impacts		
<p>Is the proposal likely to impact on local business?</p> <p>There are no businesses located in the vicinity of the proposed work, access to the CBD of Binalong would still be maintained via Burley Griffin Way.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal likely to require any property acquisition?</p> <p>The proposed work would be carried out within the existing road reserve.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal likely to alter any access for properties (either temporarily or permanently)?</p> <p>Residential properties within Richmond Street would be impacted by the permanent closure of the Burley Griffin Way and Richmond Street intersection, the additional travel time for the most impacted resident is about two minutes.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Is the proposal likely to alter any on-street parking arrangements (either temporarily or permanently)?</p> <p>There is no on-street parking within the proposed work area.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal likely to change pedestrian movements or pedestrian access (either temporarily or permanently)?</p> <p>There would be no permanent changes to pedestrian movements or access.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal likely to impact on any items or places of social value to the community (either temporarily or permanently)?</p> <p>No items of social value to the community would be impacted by the works.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal likely to reduce or change visibility of any businesses, farms, tourist attractions or the like (either temporarily or permanently)?</p> <p>The visibility of any businesses, farms or tourist attractions would not be impacted by the proposal.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal likely to impact trees planted by a community group, Landcare group or by council or a tree that is a memorial or part of a memorial group e.g., has a plaque?</p> <p>No trees with community value would be impacted by the works, the one tree being pruned is a remnant Yellow Box growing in the road reserve.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>Is the proposal likely to impact trees that form part of a streetscape, an avenue or roadside planting?</p> <p>No roadside plantings would be impacted by the proposal.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Safeguards

Safeguards to be implemented are:

C1. Notification will be given to affected community members prior to the works taking place. The notification is to include:

- details of the proposal
- duration of works and working hours
- changed traffic or access arrangements

- how to lodge a complaint or obtain more information
- contact name and details.

Notification should be a minimum of seven calendar days prior to the start of works.

C2. All complaints will be recorded on a complaints register and attended to promptly.

C3. Existing access for nearby and adjoining properties is to be maintained at all times during the works unless otherwise agreed to by the affected property owner.

C4. The community must be notified of all work outside standard hours which have the potential to impact noise-sensitive receivers. Notification zones must be determined using the Construction and Maintenance Noise Estimator (EMF-NV-TT-0067).. Notification requirements must comply with Transport Construction noise and vibration guidelines (for roads and maritime) 2022 (EMF-NV-GD-0056).

3.10 Landscape character and visual amenity

Table 3-10: Landscape character and visual amenity

Description of existing environmental and potential impacts		
Is the proposed work over or near an important physical or cultural element or landscape? (For example, heritage items and areas, distinctive or historic built form, National Parks, conservation areas, scenic highways etc.) The proposal is within the existing road reserve in the urban area of Binalong township.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Would the proposal obstruct or intrude upon the character or views of a valued landscape or urban area? (For example, locally significant topography, a rural landscape or a park, a river, lake or the ocean or a historic or distinctive townscape or landmark) The proposal would not impact the character of the area or intrude upon views.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Would the proposal require the removal of mature trees or stands of vegetation, either native or introduced? No mature vegetation would be removed as part of the proposed work.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Would the proposal result in large areas of shotcrete visible from the road or adjacent properties? The proposal does not include shotcrete.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Would the proposal involve new noise walls or visible changes to existing noise walls? Noise walls are not part of the proposal.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Would the proposal involve the removal or reuse of large areas of road corridor, landscape, either verges or medians? No areas of road corridor would be removed, safety barriers would be installed along 250m of the existing highway. The removed section of Richmond Street would be reinstated to match the existing road verges.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Would the proposal involve substantial changes to the appearance of a bridge (including piers, girders, abutments and parapets) that are visible from the road or residential areas? Bridge works are not proposed.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If involving lighting, would the proposal create unwanted light spillage on residential properties at night (in construction or operation)? The proposal includes relocation of electricity infrastructure and street lighting to improve road safety, no additional lighting is proposed however to location of street lights at the intersection will move from the western to eastern side of Fitzroy Street. It	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

is not expected that nearby properties would experience negative impacts from lighting spill.		
Would any new structures or features to be constructed, result in over shadowing to adjoining properties or areas? No new structures which would create shadowing are proposed.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Safeguards

Safeguards to be implemented are:

V1. Works will be carried out in accordance with Transport EIA-N04 Guideline for Landscape Character and visual impact assessment 2020.

3.11 Waste

Table 3-11: Waste

Description of existing environmental and potential impacts		
Is the proposal likely to generate >200 tonnes of waste material (contaminated and /or non-contaminated material)? The proposal would not generate >200 tonnes of waste, the waste would be limited to a small amount of unsuitable material from the road shoulder, redundant power poles, and a small quantity of mulch from the removal of the tree branch.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Is the proposal likely to require a licence from EPA? A licence from the EPA is not required as described in Schedule 1 of the POEO Act 1997.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Is the proposal likely to require the removal of asbestos? No asbestos would be removed during the proposed works.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Safeguards

Safeguards to be implemented are:

M1. A Waste Management Plan will be prepared that follows the Transport Waste management guideline (EMF-WM-GD-0055).

M2. Resource management hierarchy principles will be followed:

- avoid unnecessary resource consumption as a priority
- avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling and energy recovery)
- disposal is undertaken as a last resort.

(in accordance with the Waste Avoidance and Resource Recovery Act 2001).

M3. If vegetation is to be mulched and transported off site for beneficial reuse, it will be assessed for the presence of weeds, pest, and other disease and a Mulch Management Plan prepared in accordance with the NSW EPA Mulch Order and Exemption.

M4. Bulk project waste (e.g. fill) sent to a site not owned by Transport (excluding EPA licensed landfills and resource recovery facilities) is to have prior formal written approval from the landowner, in accordance with Transport's Waste management guideline (EMF-WM-GD-0055) and templates EMF-WM-TT-0098 and EMF-WM-TT-0127. This includes waste transported for reuse, recycling, disposal or stockpiling.

M5. Waste is not to be burnt on site.

M6. Waste material, other than vegetation and tree mulch, is not to be left on site once the works have been completed.

M7. Working areas are to be maintained, kept free of rubbish and cleaned up at the end of each working day.

3.12 Climate change and greenhouse gas emissions

Table 3-12: Climate change and greenhouse gas emissions

Description of existing environmental and potential impacts		
Is the proposal located in an area likely to be permanently or tidally inundated in the future or subject to increased duration and intensity of flooding?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Have opportunities for reduced energy consumption during construction and operation been considered.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
The proposal is short term, energy consumption for site facilities will be from a generator, this would be only operational whilst workers are on site.		
Greenhouse gas emissions sources during construction are likely to be largest from: <ul style="list-style-type: none">Transporting materials to site.Operation of plant and equipment. During operation sources would include: <ul style="list-style-type: none">Use of the proposal by vehiclesElectricity usage for street furniture including lighting, electronic signage and variable message signs.		

Safeguards

Safeguards to be implemented are:

No additional safeguards.

3.13 Cumulative impact

Table 3-13: Cumulative impact

Description of existing environmental and potential impacts		
Are there other projects and developments in the study area which could add to potential impacts in both construction and operation?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
There are no other projects and developments in the area which could add to the impact of construction and operation of the proposal.		

Safeguards

Safeguards to be implemented are:

No additional safeguards.

4. Summary of safeguards and environmental management measures

4.1 Safeguards and environmental management measures

This section provides a summary of the site-specific environmental safeguards and management measures identified in chapter 3 of this minor works REF. These safeguards will be implemented to reduce potential environmental impacts throughout construction and operation. A framework for managing the potential impacts is provided with reference to environmental management plans and relevant Transport QA specifications. Any potential licence and/or approval requirements required prior to construction are also listed.

Table 4-1: Summary of site-specific safeguards for proposed work

Factor	Safeguards
Soil	<p>E1. Erosion and sediment control measures will be implemented and maintained to:</p> <ul style="list-style-type: none"> prevent sediment moving off-site and sediment laden water entering any water course, drainage lines, or drain inlets reduce water velocity and capture sediment on site minimise the amount of material transported from site to surrounding pavement surfaces divert clean water around the site. <p>(in accordance with the Landcom/Department of Housing Managing Urban Stormwater, Soils and Construction Guidelines (the Blue Book)).</p> <p>E2. Erosion and sedimentation controls will be checked and maintained on a regular basis (including clearing of sediment from behind barriers) and records kept and provided on request.</p> <p>E3. Erosion and sediment control measures will not be removed until the works are complete and areas stabilised.</p> <p>E4. Work areas will be stabilised progressively during the works.</p> <p>E5. The maintenance of established stockpile sites will be in accordance with the Transport Stockpile Site Management Guideline (EMS-TG-10) (2015).</p>
Waterways and water quality	<p>W1. No dirty water will be released into drainage lines and/or waterways.</p> <p>W2. Visual monitoring of local water quality (i.e., turbidity, hydrocarbon spills/slicks) will be undertaken on a regular basis to identify any potential spills or deficient silt curtains or erosion and sediment controls.</p> <p>W3. Water quality control measures will be used to prevent any materials (e.g., concrete, grout, sediment etc.) entering drain inlets or waterways.</p> <p>W4. Measures to control pollutants from stormwater and spills will be investigated and incorporated in the pavement drainage system at locations where it discharges to receiving drainage lines. Measures aimed at reducing flow rates and potential scour during rain events will be incorporated in the design of the pavement drainage system.</p>
Noise and vibration	<p>N1. Noise impacts will be minimised in accordance with Transport Construction and Maintenance Noise Estimator (EMF-NV-TT-0067) and Transport Construction noise and vibration guidelines (for roads and maritime) 2022 (EMF-NV-GD-0056)</p> <p>N2. Measures will be implemented to minimise or prevent vibration impacts, including:</p> <ul style="list-style-type: none"> allowing adequate distance that vibration producing equipment can come to buildings using non-vibration-producing equipment.
Air quality	<p>A1. Measures (including watering or covering exposed areas) will be used to minimise or prevent air pollution and dust.</p>

	<p>A2. Works (including the spraying of paint and other materials) will not be carried out during strong winds or in weather conditions where high levels of dust or air borne particulates are likely.</p> <p>A3. Vehicles and vessels transporting waste or other materials that may produce odours or dust will be covered during transportation.</p> <p>A4. Stockpiles or areas that may generate dust will be managed to suppress dust emissions in accordance with the Transport Stockpile Site Management Guideline (EMS-TG-10).</p>
Non-Aboriginal heritage	<p>H1. If unexpected heritage items are uncovered during the works, all works must cease in the vicinity of the material/find and the steps in the Transport Unexpected heritage items procedure (EMF-HE-PR-0076) must be followed.</p>
Aboriginal cultural heritage	<p>B1. If Aboriginal heritage items are uncovered during the works, all works in the vicinity of the find must cease and the Transport Aboriginal cultural heritage officer and Senior Manager Environment and Sustainability contacted immediately. Refer to steps in the Transport Unexpected heritage items procedure (EMF-HE-PR-0076) which must be followed.</p>
Biodiversity	<p>F1. There will be no disturbance or damage to threatened species or areas of outstanding biodiversity value.</p> <p>F2. Works will not harm threatened fauna (including where they inhabit bridges or other structures e.g., timber fence posts or maritime piles).</p> <p>F3. If threatened fauna or flora species are discovered unexpectedly, stop works immediately and follow the Transport Unexpected Threatened Species Find Procedure contained in the Transport Biodiversity Guidelines – Guide 1 (Pre-clearing process (EMF-BD-GD-0032).</p> <p>F4. All pathogens (e.g., Chytrid, Myrtle Rust and Phytophthora) will be managed in accordance with Transport Biodiversity Guidelines -Guide 7 (Pathogen Management) (EMF-BD-GD-0032) and Statement of Intent 1: Infection of native plants by Phytophthora cinnamomi (DECC) (for Phytophthora).</p> <p>F5. Priority weeds will be managed according to requirements under the Biosecurity Act, 2015 and Transport Biodiversity Guidelines -Guide 6 (Weed Management) (EMF-BD-GD-0032).</p> <p>F6. Fauna handling must be carried out in accordance with Transport Biodiversity Guidelines -Guide 9 (Fauna Handling) (EMF-BD-GD-0032).</p> <p>F7. Works will not create an ongoing barrier to the movement of wildlife.</p> <p>F8. Pruning of mature trees will be in accordance with Part 5 of the Australian Standard 4373-2007 Pruning of amenity trees.</p>
Traffic and transport	<p>T1. Where possible, current traffic movements and property accesses will be maintained during the works. Any disturbance will be minimised to prevent unnecessary traffic delays.</p> <p>T2. A traffic guidance scheme will be prepared in accordance with Transport Traffic control at work sites manual (version 6.1, 2022) and Australian Standard 1742.3 Manual of uniform control devices.</p>
Socio-economic	<p>C1. Notification will be given to affected community members prior to the works taking place. The notification is to include:</p> <ul style="list-style-type: none"> • details of the proposal • duration of works and working hours • changed traffic or access arrangements • how to lodge a complaint or obtain more information • contact name and details. <p>Notification should be a minimum of 7 calendar days prior to the start of works.</p> <p>C2. All complaints will be recorded on a complaints register and attended to promptly.</p> <p>C3. Existing access for nearby and adjoining properties is to be maintained at all times during the works unless otherwise agreed to by the affected property owner.</p> <p>C4. The community must be notified of all work outside standard hours which have the potential to impact noise-sensitive receivers. Notification zones must be</p>

	determined using the Construction and Maintenance Noise Estimator (EMF-NV-TT-0067).. Notification requirements must comply with Transport Construction noise and vibration guidelines (for roads and maritime) 2022 (EMF-NV-GD-0056).
Landscape character and visual amenity	V1. Works will be carried out in accordance with Transport EIA-N04 Guideline for Landscape Character and visual impact assessment 2020.
Waste	<p>M1. A Waste Management Plan will be prepared that follows the Transport Waste management guideline (EMF-WM-GD-0055).</p> <p>M2. Resource management hierarchy principles will be followed:</p> <ul style="list-style-type: none"> • avoid unnecessary resource consumption as a priority • avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling and energy recovery) • disposal is undertaken as a last resort. <p>(in accordance with the Waste Avoidance and Resource Recovery Act 2001).</p> <p>M3. If vegetation is to be mulched and transported off site for beneficial reuse, it will be assessed for the presence of weeds, pest, and other disease and a Mulch Management Plan prepared in accordance with the NSW EPA Mulch Order and Exemption.</p> <p>M4. Bulk project waste (e.g. fill) sent to a site not owned by Transport (excluding EPA licensed landfills and resource recovery facilities) is to have prior formal written approval from the landowner, in accordance with Transport Waste management guideline (EMF-WM-GD-0055) and templates EMF-WM-TT-0098 and EMF-WM-TT-0127. This includes waste transported for reuse, recycling, disposal or stockpiling.</p> <p>M5. Waste is not to be burnt on site.</p> <p>M6. Waste material, other than vegetation and tree mulch, is not to be left on site once the works have been completed.</p> <p>M7. Working areas are to be maintained, kept free of rubbish and cleaned up at the end of each working day.</p>
Climate change and greenhouse gas emissions	No additional safeguards.
Cumulative impacts	No additional safeguards.
Hazards and risk	<p>R1. All fuels, chemicals and liquids will be stored in an impervious bunded area a minimum of 50 metres away from: · rivers, creeks or any areas of concentrated water flow · flooded or poorly drained areas · slopes above 10%</p> <p>R2. Refueling of plant and equipment will occur in impervious bunded areas located a minimum of 50 metres from drainage lines or waterways</p> <p>R3. Cleaning of spray bars (or equivalent equipment) will occur in suitable areas (e.g., not table drains) and not cause water pollution</p> <p>R4. Vehicle wash down and/or cement truck washout will occur in a designated bunded area</p> <p>R5. An emergency spill kit will be kept on site at all times and maintained throughout the construction work. The spill kit must be appropriately sized for the volume of substances at the work site and personnel inducted in its use</p> <p>R6. If an incident (e.g., spill) occurs, the Transport Environmental Incident Procedure (EMF-EM-PR-0001) will be followed and the Transport Contract Manager notified as soon as practicable.</p> <p>R7. Emergency contacts will be kept in an easily accessible location on vehicles, vessels, plant and site office. All workers will be advised of these contact details and procedures.</p> <p>R8. All workers will be advised of the location of the spill kit and trained in its use.</p> <p>R9. Vehicles, vessels and plant will be properly maintained and regularly inspected for fluid leaks.</p>

4.2 Licensing and approvals

No licensing and approvals are required for the proposed work.

4.3 Other requirements

Table 4-2: Other requirements

Requirement		
Environmental management plan sent to SMES or their delegate (ESL) for review.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

5. Certification, review and determination

5.1 Certification

This minor works REF provides a true and fair review of the proposal in relation to its potential effects on the environment. It addresses, to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the proposal.

Prepared by:

Signature



Name: Paul Amos

Position: Senior Environment and Sustainability Officer

Company name: Transport for NSW

Date: 15 April 2024

Minor works REF reviewed by:

Signature



Name: Robert Norton

Position: Senior Environment and Sustainability Officer

Company name: Transport for NSW

Date: 20 April 2024

5.2 Environment and sustainability staff review

The minor works REF has been reviewed and considered against the requirements of sections 5.5 and 5.7 of the EP&A Act.

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

The proposal described in this minor works REF will have some environmental impacts which can be ameliorated satisfactorily. Having regard to the safeguards and management measures proposed, this assessment has considered that these impacts are unlikely to be significant and therefore an approval for the proposal does not need to be sought under Division 5.2 of the EP&A Act.

The assessment has considered the potential impacts of the activity on areas of outstanding value and on threatened species, ecological communities or their habitats for both terrestrial and aquatic species as defined by the *Biodiversity Conservation Act 2016* and the *Fisheries Management Act 1994*.

The proposal described in the minor works REF will not affect areas of outstanding value. The activity described in the minor works REF will not significantly affect threatened species ecological communities or their habitats. Therefore, a species impact statement is not required.

The assessment has also addressed the potential impacts of the activity on matters of national environmental significance and any impacts on the environment of Commonwealth land and concluded that there will be no significant impacts. Therefore, there is no need for a referral to be made to the Australian Government Department of Climate Change, Energy, the Environment and Water for a decision by the Commonwealth Minister for the Environment on whether assessment and approval is required under the *Environment Protection and Biodiversity Conservation Act 1999*.

The minor works REF is considered to meet all relevant requirements.

5.3 Environment and Sustainability staff recommendation

It is recommended that the proposal to undertake safety improvements on the Burley Griffin Way (MR85) at Binalong as described in this minor works REF proceed subject to the implementation of all safeguards identified in the minor works REF and compliance with all other relevant statutory approvals, licences, permits and authorisations.

The minor works REF has examined and taken into account to the fullest extent possible all matters likely to affect the environment by reason of the activity in accordance with the EP&A Act, EP&A Regulation and the Guidelines approved under clause 170 of the EP&A Regulation. The minor works REF has established that the activity is not likely to significantly affect the environment or threatened species, ecological communities or their habitats.

The minor works REF has concluded that there will be no significant impacts on matters of national environmental significance or any impacts on the environment of Commonwealth land.

If the proposal has not commenced within two years of the determination date the SMES must be consulted to identify any new or updated assessment or approval requirements.

Recommended by:

Signature 

Name: Michael Suidgeest
Position: Environment and Sustainability
Manager
Date: 30.04.2024

Noted by:

Signature 

Name: Shanker Pandey
Position: Project/Contract Manager
Date: 29 April 2024

5.4 Decision statement

In accordance with the above recommendation, I certify that I have reviewed and endorsed the contents of this minor works REF, and to the best of my knowledge, it is in accordance with the EP&A Act, the EP&A Regulation and the Guidelines approved under Section 170 of the EP&A Regulation, and the information is neither false nor misleading.

I determine that Transport for NSW may:

- proceed with the activity

Signature 

Name: Stephen Onions
Position: Senior Manager Project Services South
Date: 1st May, 2024

5.5 EP&A Regulation publication requirement

Table 5-1: EP&A Regulation publication requirement

Requirement		
Does this minor works REF need to be published under section 171(4) of the EP&A Regulation?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

6. Definitions

Table 6-1: Definitions

Term	Definition
Aboriginal cultural heritage	The tangible (objects) and intangible (dreaming stories, song lines and places) cultural practices and traditions associated with past and present day Aboriginal communities.
Aboriginal Heritage Information Management System	A register of NSW Aboriginal heritage information maintained by the NSW Office of Environment and Heritage.
Aboriginal object	Any deposit, object or material evidence (not being a handicraft made for sale), including Aboriginal remains, relating to the Aboriginal habitation of NSW.
Aboriginal place	Any place declared to be an Aboriginal place under section 94 of the <i>National Parks and Wildlife Act 1974</i> (NSW).
Acid sulfate soils	Naturally occurring soils, sediments or organic substrates (e.g., peat) that are formed under waterlogged conditions. These soils contain iron sulfide minerals (predominantly as the mineral pyrite) or their oxidation products. In an undisturbed state below the water table, acid sulfate soils are benign. However, if the soils are drained, excavated or exposed to air by a lowering of the water table, the sulfides react with oxygen to form sulfuric acid.
Amenity	The look and feel of a place, or its attractiveness.
Ancillary	A subordinate part of an element.
Background noise level	The ambient sound-pressure noise level in the absence of the sound under investigation exceeded for 90 per cent of the measurement period. Normally equated to the average minimum A-weighted sound pressure level.
Biodiversity	The variety of life forms, including flora and fauna, the genes they contain and the ecosystems in which they live.
Blasting	Rock blasting is the controlled use of explosives and other methods such as gas pressure blasting pyrotechnics or plasma processes, to excavate, break down or remove rock.
Catchment	The land area draining through the main stream, as well as tributary streams, to a particular site. It always relates to an area above a specific location.
CE	Critically Endangered
Climate change	A change in the state of the climate that can be identified (e.g., by statistical tests) by changes in the mean and/or variability of its properties, and that persists for an extended period of time, typically decades or longer (CSIRO and BoM 2015).
Concept design	Initial functional layout of a road/road system or other infrastructure. Used to facilitate understanding of a project, establish feasibility and provide basis for estimating and to determine further investigations needed for detailed design.
Constraint	Something that limits or restricts the project design development or construction.
Construction	Includes all physical work required to construct the project.
Construction Environmental Management Plan	A site specific plan developed for the construction phase of the project to ensure that all contractors and sub-contractors comply with the environmental conditions of approval for the project and that the environmental risks are properly managed.
Cumulative impacts	Impacts that, when considered together, have different and/or more substantial impacts than a single impact assessed on its own.

E	Endangered
Earthworks	All operations involved in loosening, excavating, placing, shaping and compacting soil or rock.
Endangered ecological community (EEC)	An ecological community identified by relevant legislation that is likely to become extinct or is in immediate danger of extinction.
Environment	All aspects of the surrounding of humans, whether affecting any human as an individual or in his or her social grouping (from EP&A Act).
Environmental assessment (process)	Process of identifying, predicting, evaluating and mitigating the biophysical, social and other relevant effects of proposals prior to major decisions being taken and commitments made.
Erosion	A natural process where wind or water detaches a soil particle and provides energy to move the particle.
Fauna	Animals
Flood prone land	Land susceptible to flooding by the probable maximum flood. Note that the flood prone land is also known as flood liable land.
Floodplain	Area of land which is inundated by floods up to and including the probable maximum flood event (i.e., flood prone land).
Flora	Plants
Footprint	The extent (or area in plan) of a development on the land.
Groundwater	Water that is held in rocks and soil beneath the earth's surface.
Heavy vehicles	A heavy vehicle is classified as a Class 3 vehicle (a two axle truck) or larger, in accordance with the Austroads Vehicle Classification System.
Heritage item	Any place, building or object listed on a statutory heritage register
Impact	Influence or effect exerted by a project or other activity on the natural, built and community environment.
Landscape	A tract of land. Also, a prospect or piece of scenery or land which may include villages, towns, cities and infrastructure.
Landscape character	The aggregate of built, natural and cultural aspects that make up an area and provide a sense of place. Includes all aspects of a tract of land – built, planted and natural topographical and ecological features.
Local Road	Roads that have a low speed limit, have a small footprint, serve local communities and that are generally conducive to walking and cycling. A road or street used primarily for access to abutting properties.
Localised flooding	Localised flooding occurs when components of the drainage system are undersized or blocked and cannot accommodate the incoming overland surface flows, resulting in the flooding of a localised area.
Median	The central reservation which separates carriageways from traffic travelling in the opposite direction.
Methodology	The method for analysis and evaluation of the relevant subject matter.
NL	Not listed
Pavement	The portion of a carriageway placed above the subgrade for the support of, and to form a running surface for, vehicular traffic.
Pollutant	Any measured concentration of solid or liquid matter that is not naturally present in the environment.

Project footprint	The land required to construct and operate the project. This includes permanent operational infrastructure (including the tunnels), and land required temporarily for construction.
Property	Based on ownership, with the potential to contain more than one lot and DP. In the context of the project, property acquisition refers to purchasing property from owners to provide land for the project.
Property acquisition	The acquisition of private land for a public purpose in NSW.
Proponent	The person or organisation that proposes to carry out the project or activity. For the purpose of the project, the proponent is NSW Roads and Maritime Services.
Proposal	The scope of works proposed.
Proposal site	The area where the scope of works proposed would occur.
Risk	Chance of something happening that would potentially have an undesirable effect. It is measured in terms of consequence and likelihood.
Road reserve	A legally defined area of land within which facilities such as roads, footpaths and associated features may be constructed for public travel.
Road Safety Strategy	<i>National Road Safety Strategy for Australia 2011–2020.</i>
Runoff	The amount of rainfall that ends up as streamflow, also known as rainfall excess.
Sensitive receiver	Includes residences, educational institutions (including preschools, schools, universities, TAFE colleges), health care facilities (including nursing homes, hospitals), religious facilities (including churches), child care centres, passive recreation areas (including outdoor grounds used for teaching), active recreation areas (including parks and sports grounds), commercial premises (including film and television studios, research facilities, entertainment spaces, temporary accommodation such as caravan parks and camping grounds, restaurants, office premises, retail spaces and industrial premises).
Socio-economic	Involving combination of social and economic matters.
Spoil	Surplus excavated material.
Stockpile	Temporary stored materials such as soil, sand, gravel, spoil/waste.
Surface water	Water flowing or held in streams, rivers and other wetlands in the landscape.
SWMS	Safe Work Method Statement
Threatened	A species, population or ecological community that is likely to become extinct or is in immediate danger of extinction.
Topography	The physical appearance of the natural features of an area of land, especially the shape of its surface.
V	Vulnerable
Waste hierarchy	Approach of prioritising waste avoidance and resource recovery (including reuse, reprocessing, recycling and energy recover) before consideration of waste disposal.
Waterway	Any flowing stream of water, whether natural or artificially regulated (not necessarily permanent).

Appendix A: Consideration of State and Commonwealth environmental factors

Environmental Planning and Assessment Regulation 2021 section 171(2) factors

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

Table A1: Consideration of section 171 of the EP&A Regulation factors

Factor	Description of impact	Duration and extent
a) Environmental impact on the community.	<ul style="list-style-type: none"> The proposal would have a minor negative impact on the community through the closure of the Richmond Street intersection with the Burley Griffin Way, there maximum impact would be an increase in travel time of about two minutes. The proposal would have a positive impact on the community by improving road safety. 	<p>Long term, negative (minor).</p> <p>Long-term, positive (moderate).</p>
b) The transformation of the locality.	<ul style="list-style-type: none"> The proposal would transform the locality of the Binalong township by eliminating access from Burley Griffin Way into Richmond Street. This would be a minor negative impact through an increase in travel time, the maximum impact of the increase would be about two minutes. This is a minor negative to which is outweighed by the long term positive impact to road safety. 	Long-term, positive (moderate).
c) Any environmental impact on the ecosystems of the locality.	<ul style="list-style-type: none"> The scope of the proposal would include disturbance to roadside terrestrial vegetation largely comprising exotice species and the pruning of one <i>Eucalyptus melliodora</i> (Yellow Box). The proposal would not have more than a negligibel impact the ecosystems of the locatlity. 	Negligible impact
d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality.	<ul style="list-style-type: none"> The scope fo the proposal would not reduce the the aesthetic, recreational, scientific or other environmental quality or value of the township of Binalong. 	No impact.
e) Any effect on any locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations.	<ul style="list-style-type: none"> The scope of the proposal would not have any likely effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations. 	No impact.

Factor	Description of impact	Duration and extent
f) Any impact on the habitat of protected fauna (within the meaning of the Biodiversity and Conservation Act 2016).	<ul style="list-style-type: none"> The proposal would have a negligible on the habitat of protected fauna with only one <i>Eucalyptus melliodora</i> (Yellow Box) being pruned which is not likely to provide habitat value as it is overhanging the highway. 	No impact.
g) Any endangering of a species of animal, plant or other form of life, whether living on land, in water or in the air.	<ul style="list-style-type: none"> The proposal is not likely to endanger any species of animal, plant or other form of life. 	No impact.
h) Any long-term effects on the environment	<ul style="list-style-type: none"> The proposal would have long-term positive effects on the environment through the improvement to road safety. 	Long term positive impact.
i) Any degradation of the quality of the environment.	<ul style="list-style-type: none"> The proposal would not be likely to result in degradation in the quality of the environment. 	No impact.
j) Any risk to the safety of the environment.	<ul style="list-style-type: none"> The proposal would not result in any likely risk to the safety of the environment. 	No impact.
k) Any reduction in the range of beneficial uses of the environment.	<ul style="list-style-type: none"> The proposal would not result in any likely reduction in the range of beneficial uses of the environment. 	No impact.
l) Any pollution of the environment.	<ul style="list-style-type: none"> The proposal would likely result in minor pollution to the environment through erosion and sedimentation, emissions to air, and through construction noise. These impact would be mitigated through the implementation of safeguards identified in chapter 3. 	Minor short-term impact.
m) Any environmental problems associated with the disposal of waste	<ul style="list-style-type: none"> The proposal would generate waste in the form of unsuitable material and mulch. The amount of waste would be <200 tonnes and reused on site, if suitable reuse options are not identified then disposal would be to a suitably licensed waste facility. 	No impact.
n) Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply.	<ul style="list-style-type: none"> The proposal would not increase demands on resources that would likely result in a shortage of supply. 	No impact.
o) The cumulative environmental effect with other existing or likely future activities.	<ul style="list-style-type: none"> The proposal would not likely result in cumulative impacts with other existing or future activities, 	No impact.

Factor	Description of impact	Duration and extent
p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions.	<ul style="list-style-type: none"> The proposal would not impact on coastal processes as the location is about 200km from the coast. 	No impact.
q) Applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1	<ul style="list-style-type: none"> The proposal is consistent with the Yass Valley Council LEP. 	No impact.
r) Other relevant environmental factors	<ul style="list-style-type: none"> There are no other relevant environmental factors which need to be considered. 	No impact.

Matters of National Environmental Significance

Table A2: Matters of national environmental significance

Environmental factor	Impact
a) Any impact on a World Heritage property? The proposal would not impact on a World Heritage property.	Nil
b) Any impact on a National Heritage place? The proposal would not impact on a National Heritage place.	Nil
c) Any impact on a wetland of international importance (often called 'Ramsar' wetlands)? The proposal would not impact on a wetland of international importance.	Nil
d) Any impact on nationally threatened species, ecological communities or migratory species? The proposal would not impact on a nationally listed threatened species, ecological community or migratory species.	Nil
e) Any impact on a Commonwealth marine area? The proposal would not impact on a Commonwealth marine area.	Nil
f) Does the proposal involve a nuclear action (including uranium mining)? The proposal would not involve a nuclear action.	Nil
Additionally, any impact (direct or indirect) on the environment of Commonwealth land? The proposal would not impact (either directly or indirectly) on the environment of Commonwealth land.	Nil

Appendix B: Concept design

Appendix C: AHIMS search results and PACHCI Clearance letter



AHIMS Web Services (AWS) Search Result

Your Ref/PO Number : MR84 Binalong Safety

Client Service ID : 818171

Roads and Maritime Services - 193-195 Morgan St - Wagga Wagga

Date: 08 September 2023

193-195 Morgan Street

Wagga Wagga New South Wales 2650

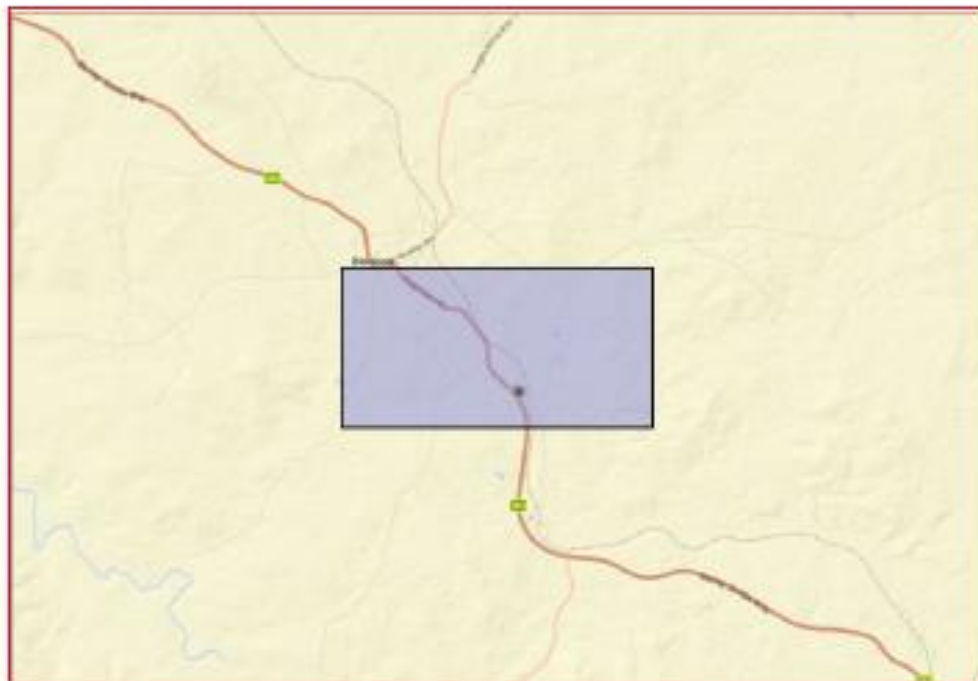
Attention: Paul Amos

Email: paul.amos@transport.nsw.gov.au

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat. Long From : -34.6988, 148.6179 - Lat. Long To : -34.672, 148.6798, conducted by Paul Amos on 08 September 2023.

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



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

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



AHIMS Web Services (AWS)
Extensive search - Site list report

Your Ref/PO Number : MR84 Binalong Safety
Client Service ID : 818178

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status **	SiteFeatures	SiteTypes	Reports
51-1-0041	Isolated Artefact - Pebble Ave	AGD	55	651300	6159600	Open site	Valid	Artefact :-	Isolated Find	9426
	Contact	Recorders	K Wilkinson					Permits		

**** Site Status**
Valid - The site has been recorded and accepted onto the system as valid
Destroyed - The site has been completely impacted or harmed usually as consequence of permit activity but sometimes also after natural events. There is nothing left of the site on the ground but proponents should proceed with caution.
Partially Destroyed - The site has been only partially impacted or harmed usually as consequence of permit activity but sometimes also after natural events. There might be parts or sections of the original site still present on the ground
Not a site - The site has been originally entered and accepted onto AHIMS as a valid site but after further investigations it was decided it is NOT an aboriginal site. Impact of this type of site does not require permit but Heritage NSW should be notified

Report generated by AHIMS Web Service on 08/09/2023 for Paul Amos for the following area at Lat. Long From : -34.6988, 148.6179 - Lat. Long To : -34.672, 148.6798. Number of Aboriginal sites and Aboriginal objects found is 1
This information is not guaranteed to be free from error omission. Heritage NSW and its employees disclaim liability for any act done or omission made on the information and consequences of such acts or omission.



Transport
for NSW

20 October 2023

Shanker Pandey
Project/Contract Manager
South West NSW Regional and Outer Metropolitan
Transport for NSW

Dear Shanker,

Preliminary assessment results for the MR84 Burley Griffin Way, Binalong – Safety Improvements project.

The key features of this project are listed below.

- Improve intersection safety by relocating overhead power supply, 550m of shoulder widening along 250m of safety barrier installation
- Improved delineation (traffic island construction) at the intersection for formalize movements
- Rationalization signage to clearly warn motorists to use caution to safely negotiate the intersection

Based on Stage 1 of the **Procedure for Aboriginal Cultural Heritage Consultation and Investigation** (PACHCI) and incorporating the Aboriginal Heritage Information Management System (AHIMS) data, it has been assessed as being unlikely to have an impact on Aboriginal Cultural Heritage.

The assessment is based on the following due diligence considerations:

- The project is unlikely to harm known Aboriginal objects or places.
- The AHIMS searches did not indicate moderate to high concentrations of Aboriginal objects or places in the study area.
- The study area does not contain landscape features that indicate the presence of Aboriginal objects, based on the Office of Environment and Heritage's Due diligence Code of Practice for the Protection of Aboriginal objects in NSW and the Transport for NSW procedure.
- The cultural heritage potential of the study area appears to be reduced due to past disturbance (previous road construction).

Safeguards:

Please be vigilant for further potential Aboriginal objects when construction does commence.

Your project may proceed in accordance with the environmental impact assessment process, as relevant, and all other relevant approvals. If the scope of your project changes, you must contact Desmond Smith, Aboriginal Cultural Heritage Officer and your regional environmental staff to reassess any potential impacts on Aboriginal cultural heritage.

TfNSW staff and/or contractors should be aware of the potential of Aboriginal objects (including skeletal remains) being discovered during the course of the project, if this occurs all works in the vicinity of the find must cease.

Follow the steps outlined in the Roads and Maritime Services' **Unexpected Archaeological Finds Procedure**.

Yours sincerely

Desmond Smith

Desmond Smith

Transport for NSW
193 – 195 Morgan Street, Wagga Wagga, NSW, 2650
E Desmond.Smith@transport.nsw.gov.au

OFFICIAL

