Appendix C – SEPP (Transport and Infrastructure) consultation

Table C-1 Issues raised through Transport and Infrastructure SEPP consultation – State Emergency Services

Category	Issue raised	Response / where addressed in REF
Potential flood risk at ancillary facility AF4	• Ancillary facility AF4 may be affected by flooding during a PMF event to depths of up to one metre.	• The potential flood risk at ancillary facility AF4 is considered in Section 6.10.2. Safeguards and management measures to minimise potential flooding impacts at AF4 during construction are outlined in Section 7.2.
Potential flooding impacts	• Potential flooding impacts on infrastructure and road users should be considered for flood events up to and including the PMF, including the impact of climate change on flood risks.	• Potential impacts of flooding on infrastructure and road users during construction and operation of the proposal for flood events up to the PMF are considered in Section 6.10.3. The potential impact of climate change on flood risks is considered in Section 6.8.4. • The proposal area is generally located above the 0.2 per cent AEP (1 in 500 year ARI) flood event level. During construction, flooding of the proposal area and surrounding areas may occur at the western end of the proposal area and ancillary facilities AF1 and AF4 during the one per cent AEP (1 in 100 year ARI) and PMF flood events. • The operational area is generally located above the 0.2 per cent AEP (1 in 500 year ARI) flood event level, and is not expected to be impacted by any flood events.
Mitigation of flooding impacts	• Pursue, if relevant, proposal design and stormwater management that reduces the impact of flooding and minimises risk to the community, noting improvements to flood resilience that reduce flood risk would benefit the community • Ensure construction and maintenance personnel and road users are made aware of the flood risk (for example, through site inductions, and using signage and other flood information tools) during construction and operation • Consider moving plant, equipment and materials from ancillary facility AF4 to a location above the PMF level on receipt of a Severe Weather Warning (where safe to do so), to reduce the risk of construction plant/materials being washed into watercourses • Consider closing off construction work areas and securing all materials and equipment prior to the start of the working day if the BOM advised there is a risk of riverine flooding, or when other evidence leads to an expectation of flooding • The BOM website should be checked prior to the start of every construction work day for Severe Weather Warnings likely to lead to flooding.	• The proposal area is generally located above the 0.2 per cent AEP (1 in 500 year ARI) flood event level. The pavement drainage system has been designed for the one per cent AEP (100-year ARI) flood event along Mandalong Road, except along Dora Street where it has been designed for the 10 per cent AEP (10-year ARI) flood event. • Safeguards and management measures to minimise potential flooding impacts are outlined in Section 7.2. The CEMP will include requirements to check for severe weather warnings and emergency procedures for construction personnel, including flood management and evacuation procedures, and induction and training requirements (refer to measure GEN1 in Table 7-1). • Road signage requirements would be determined during detailed design and would be designed and installed in accordance with relevant guidelines. • Storage of construction plant, equipment and material would occur across all four ancillary facilities for the proposal. This would allow for the relocation of plant, equipment and material from ancillary facility AF4 to areas in other ancillary facilities located above the PMF if a flood warning is issued that may affect AF4.

Category	Issue raised	Response / where addressed in REF
	• To provide additional support in doing the above, the following online resources are available to the community on the www.ses.nsw.gov.au website which include helpful pages such as: – Know Your Risk | NSW State Emergency Service (enter your town or postcode). – Local Plans and Guides – Flood Storm and Tsunami Plans which includes locally endorsed NSW SES Flood Emergency Sub Plans – Emergency Business Continuity Plan online tool.	• A site-specific ESCP will be prepared and implemented as part of the CEMP (refer to measure WQF2 in Table 7-1). The ESCP will include arrangements for managing wet weather events, including monitoring of potential high risk events (such as storms) and specific controls and follow-up measures to be applied in the event of wet weather. Ancillary facilities will include provision of appropriate site drainage requirements to convey overland flows around the sites (refer to measure WQF5 in Table 7-1). Ancillary facility sites will be graded (or have facilities erected) to a minimum ground level of the one per cent AEP (1 in 100 year ARI) flood level plus freeboard (0.5 metres) (refer to measure WQF5 in Table 7-1).
Access for emergency vehicles	• Construction of the proposal may cause disruption to the operation of local roads, which may impact the ability for emergency vehicles to use these routes. Request that notification be provided where there are likely to be significant delays in the operation of the roads affected by construction of the proposal.	• Access for emergency vehicles would be maintained during construction with the implementation of a Construction Traffic Management Plan. Further details are provided in Section 6.2.

Table C-2 Issues raised through Transport and Infrastructure SEPP consultation – Subsidence Advisory NSW

Category	Issue raised	Response / where addressed in REF
Mine subsidence and subsidence risk	• The north-eastern portion of the proposal area is undermined by mine workings at depths between 120 to 140 metres below ground level (mbgl). • Future coal extraction under the proposal area is considered unlikely. • Given the nature of the proposal, Subsidence Advisory NSW have no specific design requirements for the proposal.	• Mine subsidence risks and potential subsidence impacts are considered in Section 6.11. Subsidence within the West Lake mine subsidence district is not expected to impact or affect the proposal's infrastructure during construction or operation.

Table C-3 Issues raised through Transport and Infrastructure SEPP consultation – Lake Macquarie City Council

Category	Issue raised	Response / where addressed in REF
Project scope	• Request for Transport to deliver the proposal and the Gimberts Road Intersection Upgrade as a single package to cater for major development planned in Morisset over the next two to three years.	• The Gimberts Road Intersection Upgrade would be delivered as part of the approved Bulky Goods Premises and Associated Works development (DA/1960/2011) at 76 Mandalong Road, Morisset.
Impacts to threatened species	• Consider threatened species likely to be present or indirectly impacted by the work.	• Threatened species likely to be present within and around the proposal area are described in Section 6.1.2. Potential impacts of the proposal on threatened species during construction and operation are assessed in Section 6.1.3.
Impacts on native vegetation and native vegetation corridors	• Consider impacts on native vegetation and native vegetation corridors. Lake Macquarie City Council native vegetation and native vegetation corridor mapping is publicly available.	• Native vegetation and wildlife corridors within and surrounding the proposal area are described in Section 6.1.2. Potential impacts of the proposal on native vegetation and habitat connectivity are assessed in Section 6.1.3.
Impacts to movement of Squirrel Gliders	• The area includes patches of native vegetation adjacent to the roads and street trees that facilitate movement of Squirrel Gliders which are important for population viability of this species north of Mandalong Road and Dora Street. A glide pole is provided on Dora Street for this purpose. Consider the direct, indirect, and cumulative impacts of the proposal on the movement of Squirrel Gliders. A strategy to retain movement and supplement impacted corridor with artificial structures will need to be developed in consultation with Lake Macquarie City Council.	• Potential impacts of the proposal on the movement of Squirrel Gliders, including cumulative impacts in combination with other approved and proposed developments nearby, is assessed in Section 6.1.3. Safeguards and mitigation measures to minimise potential impacts to Squirrel Gliders during construction and operation of the proposal are outlined in Section 6.1.4.