



Transport
Roads & Maritime
Services

Oxley Highway to Kempsey Upgrade Project **Stage 2 pre-operational compliance report** **August 2017**



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1 Introduction

1.1 Background

On behalf of the Australian and NSW governments, Roads and Maritime Services (Roads and Maritime) is constructing the Oxley Highway to Kempsey Pacific Highway Upgrade (the project). The project is 37 kilometres in length, commencing about 700 metres north of the Oxley Highway interchange and continuing northwards to tie with the dual carriageways of the Kempsey to Eungai Pacific Highway Upgrade. The project involves the duplication of the existing highway, except for sections in the vicinity of the Hastings River and Wilson River that deviate from the existing highway, and a bypass of Telegraph Point. The existing highway is being retained wherever possible for use as a service road or local road connection. Figure 1-1 shows the location of the project.

Roads and Maritime are constructing and will open the project in stages. Staging reports were prepared and submitted to the then Department of Planning and Infrastructure in accordance with MCoA A7. The Department of Planning and Environment acknowledged receipt of the most recent update to the Staging Report on 31 May 2017. The stages of the project, including the commencement of construction and anticipated opening to traffic, are:

- The Sancrox Traffic Arrangement works (Stage 1) located about two kilometres north of the Oxley Highway / Pacific Highway intersection. Construction on this stage commenced on 22 July 2014 and opened to traffic on 30 November 2015.
- Kundabung to Kempsey (Stage 2) consisting of about 14 kilometres of dual carriageway, commencing north of Barrys Creek near Kundabung (chainage 24,000) and connecting to the Kempsey Bypass at Stumpy Creek (Chainage 37,800). Construction on this Stage commenced in mid-November 2014 and is anticipated to open to traffic in September or October 2017. This stage will operate at a reduced speed limit of 100 kilometres per hour until Stage 3 opens in its entirety.
- Oxley Highway to Kundabung (Stage 3) consisting of about 24 kilometres of dual carriageway, commencing just north of the Oxley Highway / Pacific Highway intersection (chainage 700) and connecting with the Kundabung to Kempsey stage just north of Barrys Creek (chainage 24,000). Construction commenced in early November 2014 and is anticipated to open to traffic in two separate stages toward the end of 2017 and early 2018, respectively. There is one major traffic switch proposed toward the end of 2017, prior to opening of the entire project. This will result in opening of the north and southbound carriageways to traffic (occupying both travelling lanes) between chainage 700 and chainage 18,000. The remaining section between chainage 18,000 to chainage 24,000, as indicated above, will open shortly after, in early 2018.

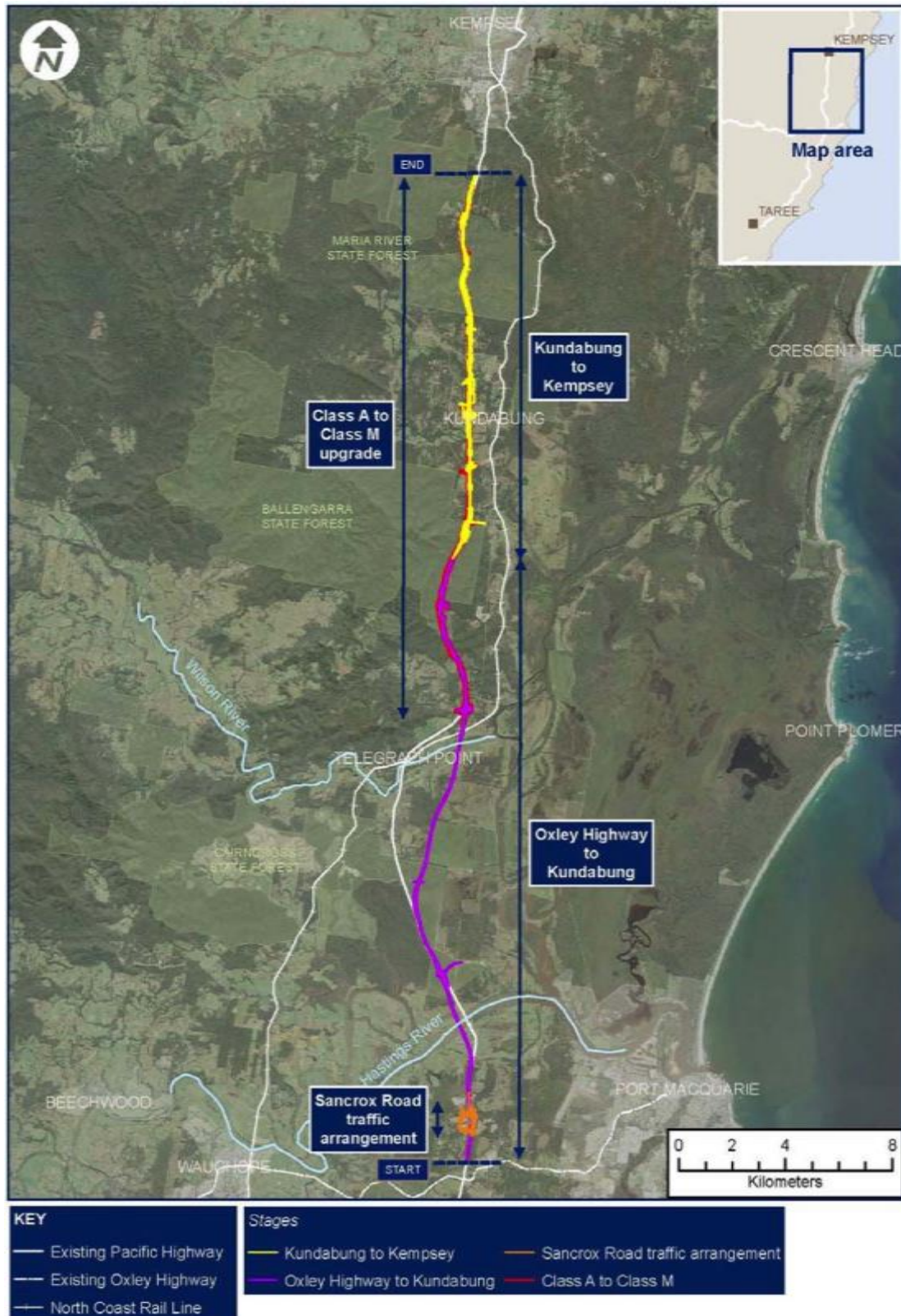
1.2 Statutory context

On 8 December 2006, the Project was declared by the then Minister for Planning to be a project to which Part 3A of the *Environmental Planning and Assessment Act 1979* applies. An environmental assessment was prepared and placed on public exhibition for 30 days between September and October 2010. Following consideration of submissions made during the exhibition period, the submissions report, including changes to the proposal following consideration of submissions, was submitted to the Minister for Planning and Infrastructure seeking approval. Approval of the Project was granted on 8 February 2012, subject to a number of Conditions of Approval (MCoA).

At the request of Roads and Maritime, the Minister modified the approval on 20 November 2012 to allow for minor ancillary facilities (lunch sheds, office sheds and portable toilet

facilities) that do not comply with the locational criteria for ancillary facilities (condition C28) to be assessed and approved by the Environmental Representative. On 15 November 2013, the approval was further modified to provide certainty with regard to the management of heritage during construction and allow for pre-construction detailed survey and salvage of heritage sites not listed in the MCoA and/ or environmental assessment.

Figure 1-1 Location of Oxley Highway to Kempsey project



1.3 Purpose of this report

This report has been prepared to address MCoA B24(c) of the planning approval (MCoA) that deals primarily with compliance matters. Under MCoA B24(c) a report outlining the status of compliance must be provided to the Director General at least one month prior to the commencement of operation of each stage of the project. Stage 1 of the project opened to traffic on 30 November 2015. Weather permitting, it is anticipated that Stage 2 of the project will open to traffic in September/October 2017.

In accordance with the requirements of MCoA B24(c), this pre-operational compliance report addresses the status of compliance with:

- The Minister Conditions of Approval
- Documents listed under MCoA 1A, including the revised Statement of Commitments.

This report addresses requirements that are relevant to Stage 2 of the project. A subsequent pre-operational compliance report will be prepared and submitted to the Director General at least one month prior to the commencement of operation of Stage 3.

Appendix A lists the MCoA requirements and subsequent November 2012 and November 2013 modifications to the approval.

Appendix B lists the Roads and Maritime revised Statement of Commitments (November 2011).

Against each approval requirement or commitment, the report details:

- The status of compliance against the requirement
- The effective close out date for the requirement where relevant to Stage 2.

Some approval requirements or commitments are either not relevant, or extend beyond construction of Stage 2 of the project. Where this is the case, a note to that effect is provided.

Terms and acronyms

Term	Meaning
CEMP	Construction environmental management plan
Director General	Director General of the NSW Department of Planning and Environment (or delegate)
P&E	The Department of Planning and the Environment (formerly P&I)
P&I	The Department of Planning and Infrastructure (now P&E)
DPI (Fishing)	The Department of Primary Industry (Fishing)
EA	Environmental Assessment
EMS	Environmental management system
EPA	Environmental Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
ER	Environmental Representative
K2K	Kundabung to Kempsey stage of the Oxley Highway to Kempsey project
MCoA	The Department of Planning and Infrastructure Ministers Condition of Approval
Minister, the	Minister for Planning and Environment (formerly “Minister for Planning and Infrastructure”)
OH2Ku	Oxley Highway to Kundabung stage of the Oxley Highway to Kempsey project
NOW	The NSW Office of Water
OEH	Office of Environment and Heritage
Project, the	Oxley Highway to Kempsey Pacific Highway Upgrade
Roads and Maritime	Roads and Maritime Services
SoC	Revised statement of commitments (March 2011)
Stage 1	Sancrox Traffic Arrangement works
Stage 2	Kundabung to Kempsey stage of the Oxley Highway to Kempsey project
Stage 3	Oxley Highway to Kundabung stage of the Oxley Highway to Kempsey project

Appendix A

CoA Compliance Table

Table 1 - Minister for Planning Conditions of approval (February 2012) requirements (as updated by November 2012 and November 2013 modifications) compliance status

CoA no.	Requirement	Status / Reference	Closed (and date)
	Part A – Administrative conditions		
	Terms of Approval		
A1	<p>The Proponent shall carry out the project generally in accordance with the:</p> <p>(a) Major Projects Application 07_0090;</p> <p>(b) <i>Upgrading the Pacific Highway – Oxley Highway to Kempsey – Environmental Assessment (volumes 1, 2, and 3)</i>, prepared by GHD Pty Ltd for the NSW Roads and Traffic Authority and dated September 2010;</p> <p>(c) <i>Upgrading the Pacific Highway – Oxley Highway to Kempsey – Environmental Assessment Submissions Report</i>, prepared by the NSW Roads and Traffic Authority and dated March 2011, including the revised Statement of Commitments contained therein;</p> <p>(d) <i>Oxley Highway to Kempsey – Pacific Highway Upgrade Ecological Review of Fauna Crossings in the Ballengarra State Forrest</i>, Roads and Maritime Services, dated October 2011;</p> <p>(e) The Roads and Maritime Services modification request and letter dated 25 October 2012 (07_0090 MOD1);</p> <p>(f) The Roads and Maritime Services modification requests and letters dated 17 April 2013 and 9 September 2013; the document titled <i>Pacific Highway Upgrade – Oxley Highway to Kempsey: Aboriginal Archaeological Assessment and Artefact Salvage Methodology and Cultural Heritage Assessment Report</i>, prepared by Kelleher Nightingale Consulting Pty Ltd, dated September 2012; the document titled <i>Oxley Highway to Kempsey - Pacific Highway Upgrade OHK85 Test Excavation - Preliminary Results</i>, prepared by Kelleher Nightingale Consulting Pty Ltd, dated 2013; and the document titled <i>Pacific Highway Upgrade – Oxley Highway to Kempsey – Non-Indigenous Heritage Impact Assessment Report</i>, prepared by Peter Kuskie and Christopher Carter (South East Archaeology Pty Limited), dated December 2007 (07_0090 MOD2); and</p> <p>(g) The conditions of this approval.</p>	<p>Roads and Maritime has identified relevant commitments, obligations, undertakings and requirements (COURs) in the environmental assessment and approval documentation for the Oxley Highway to Kempsey Project. A COURs database has been developed; the database will assist Roads and Maritime to manage compliance and contractual risk.</p> <p>Further confirmation has been provided through the compliance reporting and independent audit program developed in response to condition B24.</p> <p>Ongoing operational requirements as they relate to Stage 2, subject to this condition, will be incorporated into Roads and Maritime’s existing operational management systems.</p> <p>It is anticipated that Stage 2 will open to traffic in September/October 2017. The remainder of the project will open in its entirety in early 2018.</p>	<p>Open</p> <p>To be closed when all requirements of this approval have been fulfilled. See later comments.</p>
A2	<p>In the event of an inconsistency between:</p> <p>(a) the conditions of this approval and any document listed from condition A1(a) to A1(f) inclusive, the conditions of this approval shall prevail to the</p>	Noted.	<p>Open</p> <p>To be closed when all requirements of this approval</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>extent of the inconsistency; and</p> <p>(b) any document listed from condition A1(a) to A1(f) inclusive, and any other document listed from condition A1(a) to A1(f) inclusive, the most recent document shall prevail to the extent of the inconsistency.</p>		have been fulfilled. See later comments.
A3	<p>The Proponent shall comply with any reasonable requirement(s) of the Director General arising from the Department's assessment of:</p> <p>(a) any reports, plans or correspondence that are submitted in accordance with this approval; and</p> <p>(b) the implementation of any actions or measures contained within these reports, plans or correspondence.</p>	Noted.	<p>Open</p> <p>To be closed when all requirements of this approval have been fulfilled. See later comments.</p>
A4	Subject to confidentiality, the Proponent shall make all documents required under this approval available for public inspection on request.	<p>A project website has been established and is accessible through the Roads and Maritime corporate website. The website is updated at regular intervals and contains information, as a minimum, required by MCoA B25.</p> <p>Any documentation unable to be made available through the project website and not subject to restrictions imposed by confidentiality, will be made available upon request at a nominated project site office or Roads and Maritime regional office.</p>	<p>Open</p> <p>To be closed when all requirements of this approval have been fulfilled. See later comments.</p>
	Limits of Approval		
A5	This approval shall lapse ten years after the date on which it is granted, unless construction works the subject of this project approval are physically commenced on or before that date.	Construction of the project commenced on 22 July 2014.	Closed 22 July 2014.
	Statutory Requirements		
A6	The Proponent shall ensure that all necessary licenses, permits and approvals required for the development of the project are obtained and maintained as required throughout the life of the project. No condition of this approval removes the obligation for the Proponent to obtain, renew or comply with such necessary licenses, permits or approvals except as provided under section 75U of the Act. This shall include relevant certification requirements in accordance with section 109R of the Act.	Roads and Maritime, and its construction partner, have obtained all necessary licenses and approvals relevant to Stage 2 of the project.	<p>Open</p> <p>To be closed following opening of the entire project in early 2018 and following the surrender of licenses (eg EPA licence) and permits in effect at that time.</p>
	Staging		

CoA no.	Requirement	Status / Reference	Closed (and date)
A7	<p>The Proponent may elect to construct and/ or operate the project in stages. Where staging is proposed, the Proponent shall submit a Staging Report to the Director General prior to the commencement of the first proposed stage. The Staging Report shall provide details of:</p> <ul style="list-style-type: none"> (a) how the project would be staged including general details of work activities associated with each stage and the general timing of when each stage would commence; and (b) details of the relevant conditions of approval, which would apply to each stage and how these shall be complied with across and between the stages of the project. <p>Where staging of the project is proposed, these conditions of approval are only required to be complied with at the relevant time and to the extent that they are relevant to the specific stage(s).</p> <p>The Proponent shall ensure that an updated Staging Report (or advice that no changes to staging are proposed) is submitted to the Director General prior to the commencement of each stage, identifying any changes to the proposed staging or applicable conditions.</p> <p>The Proponent shall ensure that all plans, sub-plans and other management documents required by the conditions of this approval and relevant to each stage (as identified in the Staging Report) are submitted to the Director General no later than one month prior to the commencement of the relevant stages, unless an alternative timeframe is agreed to by the Director General.</p>	<p>Roads and Maritime prepared an initial Staging Report and provided it to the P&I for approval on 8 February 2013. Following minor revisions to address P&I comments, the plan was approved on 14 March 2013.</p> <p>Subsequent to this approval, Roads and Maritime made further updates to Appendix A of the Staging Report to ensure compliance with MCoA B20 and B28 across and between the stages, and to include the requirements of MCoA E1. The revised plan was sent to P&I on 5 November 2013 and subsequently approved by the department on 24 January 2014.</p> <p>On 21 May 2014 Roads and Maritime wrote to P&E advising of the anticipated schedule for the commencement of construction on Stage 1 of the project and that no changes to the Staging Plan were proposed.</p> <p>On 9 September 2014 Roads and Maritime wrote to the P&E advising of the anticipated schedule for the commencement of construction on Stage 2 of the project and that no changes to the Staging Plan were proposed.</p> <p>On 31 July 2014 Roads and Maritime wrote to the P&E advising of the anticipated schedule for the commencement of construction on Stage 3 of the project and that no changes to the Staging Plan were proposed.</p> <p>In a letter dated 8 May 2017, Roads and Maritime provided an updated Staging Report to DP&E to detail changes to the opening of the project. Stage 3 of the project has been further split into two stages for opening (referred to as Stage 3a and Stage 3b). DP&E acknowledged the receipt of this update on 31 May 2017. The updated Staging Report can be found on the project website.</p> <p>Further changes to the Staging Report prior to the commencement of operation on Stage 2 are not anticipated.</p>	<p>Open</p> <p>To be closed following opening of the entire Project in early 2018.</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	Part B – Prior to construction		
	Biodiversity		
	<i>Mitigation Measures – Fauna and Waterway Crossings</i>		
B1	The Proponent shall design (and implement) the fauna and waterway crossings identified in Table 6-2 of Appendix B of the document listed under condition A1(d), at the locations and in accordance with the minimum design principles identified in Table 6-2, unless otherwise agreed by the Director-General.	Detailed design of fauna and waterway crossings has been completed for Stage 2. Roads and Maritime wrote to the P&I on 26 July 2013 advising that there were changes to the final design of some fauna crossing locations and dimensions compared to that presented in Table 6-2 of Appendix B of the document listed under condition A1(d). A report prepared in consultation with DPI (Fishing and Aquaculture) and EPA outlining those changes, among other things, was provided at the same time and approval for those changes sought. The P&I approved the changes in correspondence provided to Roads and Maritime on 25 September 2013. The fauna and waterway crossings detailed in this documentation have been implemented on Stage 2.	Closed for Stage 2 on 25 September 2015.
B2	Investigations into the design of fauna and waterway crossings identified in Table 6-2 of Appendix B of the document listed under condition A1(d) during detailed design shall be undertaken with the input of a suitably qualified and experienced ecologist and in consultation with the OEI and DPI (Fishing and Aquaculture).	See response provided for condition B1.	Closed
B3	The Proponent shall prepare a report on the final design of fauna and/or waterway crossings identified in Table 6-2 of Appendix B of the document listed under condition A1(d), where the location of the crossing has changed and/or the crossing does not meet the minimum design principles identified in Table 6-2. The report shall be submitted to the Director General prior to the commencement of construction of the relevant crossing, and shall demonstrate how the new location and/ or design would result in acceptable biodiversity outcomes. The report shall clearly identify how the fauna and/or waterway crossing will work in conjunction with complementary fauna exclusion fencing measures to be implemented for the project. The report shall be accompanied by evidence of consultation with the OEI and DPI (Fishing and Aquaculture) in relation to the suitability of any changes to the location and/or crossing design.	See response provided for condition B1.	Closed
B4	The Proponent shall investigate the provision of widened medians (with the aim	Roads and Maritime prepared an Oxley Highway to	Closed 11 April 2014.

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>of retaining existing vegetation in a widened median where feasible and reasonable) as an alternative to the provision of glider poles and rope bridges to facilitate the movement of gliders across the project at the following locations:</p> <p>(a) Cairncross 1 – between station 10000 to 11600; (b) Ballengarra 1b - between station 23200 to 24100; and (c) Maria River 1b - between station 33760 to 34380.</p> <p>The investigation shall be undertaken by a suitably qualified and experienced ecologist and in consultation with the OEH and DPI (Forests). The Proponent shall prepare a report on the median widening investigation, including the location and final design of the glider crossing measures and consequential impacts on other ecologically significant elements potentially affected by the widening. The report shall be submitted for the approval of the Director General no later than six months prior to the commencement of work that would result in the disturbance of native vegetation in the median widening investigation areas, or within such period otherwise agreed by the Director General. Work within the median investigation areas shall not commence until written approval has been received from the Director General.</p>	<p>Kempsey Widened Median Assessment and provided it to P&I for approval on 19 September 2013. The department reviewed the assessment and indicated that they had no objections to the conclusions drawn by the assessment, but noted that further matters needed to be addressed to fully satisfy conditions B4 and B5.</p> <p>Roads and Maritime subsequently prepared an Oxley Highway to Kempsey Widened Median Assessment Supplementary Report and provided it to P&I for approval on 11 February 2014.</p> <p>Following a review, the department advised that the original and supplementary assessments satisfied both conditions B4 and B5 with respect to Stage 2 of the project.</p>	
B5	As part of the investigation into widened medians under condition B4, the Proponent shall investigate and report on the provision of widened medians at Barrys Creek (station 23967) as an alternative fauna crossing design for Koalas and Quolls.	See response provided for condition B4.	Closed 11 April 2014.
B6	The Proponent shall, in consultation with the OEH and DPI (Fishing and Aquaculture), ensure that all waterway crossings are designed and constructed consistent with the principles of the <i>Guidelines for Controlled Activities Watercourse Crossings</i> (Department of Water and Energy, February 2008), <i>Policy and Guidelines for Fish Friendly Waterway Crossings</i> (NSW Fisheries, February 2004) and <i>Policy and Guidelines for Design and Construction of Bridges, Roads, Causeways, Culverts and Similar Structures</i> (NSW Fisheries 1999). Where multiple cell culverts are proposed for creek crossings, at least one cell shall be provided for fish passage, with an invert or bed level that mimics creek flows.	Temporary and permanent waterway crossings associated with Stage 2 were designed to fulfill the requirements of this condition. See further detailed provided in response to conditions B1.	Open Closed for Stage 2. To be closed for the project following opening of the entire project in early 2018.
<i>Mitigation Measures – Nest Boxes</i>			
B7	Prior to the commencement of construction work that would result in the disturbance of native vegetation (or as otherwise agreed by the Director General), the Proponent shall, in consultation with the OEH, prepare and	Roads and Maritime prepared a Nest Box Plan to address the requirements of this condition and submitted to the P&I for approval on 30 July 2013. P&I	Open To be closed five years after opening of entire project in

CoA no.	Requirement	Status / Reference	Closed (and date)
	submit for the approval of the Director General a Nest Box Plan to provide replacement hollows for displaced fauna. The Plan shall detail the number and type of nest boxes to be installed which must be justified based on the number and type of hollows removed (based on detailed pre-construction surveys), the density of hollows in the area to be cleared and adjacent forest, and the availability of adjacent food resources. The Plan shall also provide details of maintenance protocols for the nest boxes installed including responsibilities, timing and duration.	subsequently approved the plan on 14 October 2013.	early 2018 (ie anticipated to be end of 2022).
	<i>Biodiversity Offsets</i>		
B8	<p>The Proponent shall, in consultation with the OEH and DPI (Fishing and Aquaculture), develop a Biodiversity Offset Strategy that identifies the available options for offsetting the biodiversity impacts of the project in perpetuity, with consideration to the Principles for the use of biodiversity offsets in NSW (Office of Environment and Heritage website http://www.environment.nsw.gov.au/biocertification/offsets.htm dated 17 June 2011). Unless otherwise agreed to by the OEH and DPI (Fishing and Aquaculture), offsets shall be provided on a like-for-like basis and at a minimum ratio of 4:1 for areas of high conservation value (including EEC, salt marsh and poorly conserved vegetation communities identified as being more than 75% cleared in the catchment management area) and 2:1 for the remainder of native vegetation areas (including mangroves, seagrass, and non-EEC riparian vegetation). The Strategy shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) the aims and objectives of the biodiversity offset strategy; (b) confirmation of the vegetation type/ habitat (in hectares) to be cleared and their condition, and the size of offsets required (in hectares); (c) details of the type of available offset measures that have been identified to compensate for the loss of threatened species and vulnerable and endangered ecological communities and/ or their habitats, and native vegetation (including mangroves, seagrasses, salt marsh and riparian vegetation). The measures shall achieve a neutral or net beneficial outcome for all the biodiversity values likely to be impacted directly or indirectly during both the construction and operation of the project; (d) the decision-making framework that would be used to select the final suite of offset measures to achieve the aims and objectives of the Strategy, including the ranking of offset measures; (e) a process for addressing and incorporating offset measures arising from changes in biodiversity impacts (where these changes are generally 	<p>Roads and Maritime have developed a Biodiversity Offset Strategy to address the requirements of this condition in consultation with OEH and DPI (Fishing and Aquaculture). The report was provided to the P&I for approval on 31 October 2013. The P&I subsequently approved the strategy on 27 January 2014.</p> <p>In a letter dated 9 June 2016, Roads and Maritime submitted an updated Biodiversity Offset Strategy for approval to change the like-for-like requirement, and allow the utilisation of the Collombatti- Clybucca floodplain. The DP&E approved the updated strategy on 4 July 2016.</p>	Closed 4 July 2016.

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>consistent with the biodiversity impacts identified for the project in the documents listed under condition A1), including:</p> <ul style="list-style-type: none"> (i) changes to the footprint due to detailed design; (ii) changes to predicted impacts as a result of changes to mitigation measures; (iii) the identification of additional species/ habitat through pre-clearance surveys and construction; and (iv) additional impacts associated with the establishment of ancillary facilities; and (f) options for the securing and management of biodiversity offsets in perpetuity. <p>The Biodiversity Offset Strategy shall be submitted to the Director General for approval no later than 6 weeks prior to the commencement of construction that would result in the disturbance of native vegetation, unless otherwise agreed by the Director General.</p> <p>The Proponent may elect to satisfy the requirements of this condition by identifying a suitable offset strategy which addresses impacts from multiple Pacific Highway Upgrade projects within the North Coast Bio-region. Any such strategy, including an agreement made with the OEH, must be made in consultation with the Department and approved by the Director General within a timeframe agreed to by the Director General.</p>		
B9	<p>Within two years of the date of approval of the Biodiversity Offset Strategy, unless otherwise agreed by the Director General, the Proponent shall prepare and submit a Biodiversity Offset Package for the approval of the Director General. The Package shall be developed in consultation with the OEH and DPI (Fishing and Aquaculture), and shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) details of the final suite of the biodiversity offset measures to be implemented for the project demonstrating how it achieves the requirements of the Biodiversity Offset Strategy (including specified offset ratios); (b) the final selected means of securing the biodiversity values of the Package in perpetuity, including ongoing management, maintenance and monitoring requirements; and (c) timing and responsibilities for the implementation of the provisions of the Package over time. 	<p>Roads and Maritime have engaged a suitably qualified and experienced ecological consultant to identify and assess requisite lands to fulfill the requirements of the approved Biodiversity Offset Strategy.</p> <p>The final offset package was to be submitted to the P&E on or before 27 January 2016, or as otherwise agreed. In a letter dated 2 February 2016, Roads and Maritime requested an extension for the submission of the Biodiversity Offset Package to allow Roads and Maritime to explore the option to utilise the Clybucca floodplain as a biodiversity offset. DP&E approved an extension until 27 January 2017 on 17 February 2016. In the letter, DP&E requested that an update on the preparation of the package be provided by 31 August 2016. This was provided in a letter dated 19 August 2016. On 30 January 2017, the Department of Planning</p>	Open

CoA no.	Requirement	Status / Reference	Closed (and date)
	The requirements of the Package shall be implemented by the responsible parties according to the timeframes set out in the Package, unless otherwise agreed by the Director General.	and the Environment approved an additional extension until 28 April 2017, and then again on 12 May 2017 until 31 July 2017. The offset package was submitted to DP&E on 31 July 2017.	
	<i>Ecological monitoring</i>		
B10	<p>The Proponent shall develop an Ecological Monitoring Program to monitor the effectiveness of the biodiversity mitigation measures implemented as part of the project. The program shall be developed by a suitably qualified and experienced ecologist in consultation with the OEH and DPI (Fishing and Aquaculture) and shall include but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) an adaptive monitoring program to assess the effectiveness of the mitigation measures identified in conditions B1, B4, B7 and B31(b) and allow amendment to the measures if necessary. The monitoring program shall nominate performance parameters and criteria against which effectiveness will be measured and include operational road kill surveys to assess the effectiveness of fauna crossings and exclusion fencing implemented as part of the project; (b) mechanisms for developing additional monitoring protocols to assess the effectiveness of any additional mitigation measures implemented to address additional impacts in the case of design amendments or unexpected threatened species finds during construction (where these additional impacts are generally consistent with the biodiversity impacts identified for the project in the documents listed under condition A1); (c) monitoring shall be undertaken during construction (for construction-related impacts) and from opening of the project to traffic (for operation/ ongoing impacts) until such time as the effectiveness of mitigation measures can be demonstrated to have been achieved over a minimum of three successive monitoring periods (i.e 6 years) after opening of the project to traffic, unless otherwise agreed by the Director General. The monitoring period may be reduced with the agreement of the Director General in consultation with the OEH and DPI (Fishing and Aquaculture), depending on the outcomes of the monitoring; (d) provision for the assessment of the data to identify changes to habitat usage and whether this can be directly attributed to the project; (e) details of contingency measures that would be implemented in the event of changes to habitat usage patterns directly attributable to the construction or operation of the project; and 	<p>Roads and Maritime have developed an Ecological Monitoring Program to address the requirements of this condition in consultation with OEH and DPI (Fishing). The report was provided to the P&I for approval on 4 December 2013. The P&I subsequently approved the program on 29 January 2014.</p> <p>On 22 April 2016 Roads and Maritime submitted an updated Ecological Monitoring Program for approval. An approval for the update Ecological Monitoring Program was issued on 6 December 2016 subject to provision of a final version of the report, which was provided on 8 December 2016. It should be noted that the Department of Environment and Energy also approved the updated plan on 15 November 2016.</p> <p>The first annual ecological monitoring report was submitted to the DP&E, EPA and DPI (Fishing and Aquaculture) on 4 November 2015. This monitoring report covered the ecological monitoring conducted in the first year of construction (22 July 2014 to 21 July 2015), and, for completeness, during baseline surveys. Reports will continue to be prepared and submitted at yearly intervals.</p> <p>The second monitoring report (for the period 22 July 2015 to 21 July 2016) was provided to DP&E, OEH and DPI (Fishing) on 13 February 2017.</p> <p>The third monitoring report for the period 22 July 2016 to 21 July 2017 is currently under development and will be provide to DP&E, OEH and DPI (Fishing) in the coming months.</p> <p>Roads and Maritime and its construction partners continue to fulfill all requirements of the EMP as necessary for each stage of the project. Any</p>	<p>Open</p> <p>To be closed five years after opening of entire project in early 2018 (ie anticipated to be end of 2022).</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>(f) provision for annual reporting of monitoring results to the Director General and the OEH and DPI (Fishing and Aquaculture), or as otherwise agreed by those agencies.</p> <p>The Program shall be submitted to the Director General for approval no later than 6 weeks prior to the commencement of construction that would result in the disturbance of native vegetation (unless otherwise agreed by the Director General).</p>	subsequent requirements will be implemented throughout the remainder of construction and operation as stipulated.	
Hydrology and Flooding			
B11	The Proponent shall ensure, where feasible and reasonable, that the project is designed to not exceed the afflux and other flooding criteria within the vicinity of the project as identified or predicted in the documents listed under condition A1. New or duplicated drainage structures shall be designed to minimise changes to afflux and flooding to waterways that traverse the project alignment to the greatest extent practicable.	Roads and Maritime and its construction partners have completed the detailed design for Stage 2 and Stage 3 of the Project, that where feasible and reasonable, and in consultation with adjacent landowners, satisfies the requirements of this condition.	Closed
B12	<p>The Proponent shall develop a Hydrological Mitigation Report for properties in the Hastings River and Wilson River floodplain areas where flood impacts are predicted to increase as a result of the project. The Report shall be based on detailed floor level survey and associated assessment of potentially flood affected properties in those areas. The Report shall:</p> <ul style="list-style-type: none"> (a) identify properties in those areas likely to have an increased flooding impact and detail the predicted increased flooding impact; (b) identify mitigation measures to be implemented where increased flooding is predicted to adversely affect access, property or infrastructure; (c) identify measures to be implemented to minimise scour and dissipate energy at locations where flood velocities are predicted to increase as a result of the project and cause localised soil erosion and/or pasture damage; (d) be developed in consultation with the relevant council, NSW State Emergency Service and directly-affected property owners; and (e) identify operational and maintenance responsibilities for items (a) to (c) inclusive. <p>The Proponent shall not commence construction of the project on or within those areas likely to alter flood conditions until such time as works identified in the hydrological mitigation report have been completed, unless otherwise agreed by the Director General.</p>	<p>Roads and Maritime and its construction partners have developed and finalised a Hydrological Mitigation Report (November 2014) to satisfy the requirements of this condition in consultation with Port Macquarie – Hastings Council, NSW State Emergency Services and directly affected landowners.</p> <p>The report concluded that there would be negligible change to the existing flood regime and therefore mitigation measures have not been proposed.</p>	Not applicable to Stage 2.
B13	Based on the mitigation measures identified in condition B12, the Proponent	The Hydrological Mitigation Report concluded that there	Not applicable to Stage 2.

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	shall prepare a final schedule of feasible and reasonable flood mitigation measures proposed at each directly-affected property in consultation with the property owner. The schedule shall be provided to the relevant property owner(s) prior to the implementation/ construction of the mitigation works, unless otherwise agreed by the Director General. A copy of each schedule of flood mitigation measures shall be provided to the Department and the relevant council prior to the implementation/ construction of the mitigation measures on the property.	would be negligible change to the existing flood regime and therefore mitigation measures have not been proposed. See response provided for condition B12.	
B14	In the event that the Proponent and the relevant property owner cannot agree on feasible and reasonable flood mitigation measures to be applied to a property within one month of the first consultation on the measures (as required under condition B13), the Proponent shall employ a suitably qualified and experienced independent hydrological engineer, who has been approved by the Director General, for the purposes of this condition prior to the commencement of construction in the Hastings River and Wilson River floodplain areas affected by increased afflux from the project to advise and assist affected property owners in negotiating feasible and reasonable mitigation measures.	The Hydrological Mitigation Report concluded that there would be negligible change to the existing flood regime and therefore mitigation measures have not been proposed. On this basis, the need to establish agreements with property owners was not required. See response provided for condition B12.	Not applicable to Stage 2.
B15	The Proponent shall provide assistance to the relevant council and/ or NSW State Emergency Service, to prepare any new or necessary update(s) to the relevant plans and documents in relation to flooding, to reflect changes in flooding levels, flows and characteristics as a result of the project.	The Hydrological Mitigation Report concluded that there would be negligible change to the existing flood regime and therefore mitigation measures have not been proposed. On this basis, the need to prepare and/or update flood management documentation was not required. See response provided for condition B12.	Not applicable to Stage 2.
Sedimentation, Erosion and Water			
B16	Prior to the commencement of construction, unless otherwise agreed by the Director General, the Proponent shall in consultation with the OEH and NOW, undertake groundwater modeling on the concept design for the project, subject to the modelling being revised should the detailed design have a significantly different impact on groundwater than the concept design. The modeling shall be undertaken by a suitably qualified and experienced groundwater expert and assess the construction and operational impacts of the proposal on the groundwater resources, groundwater quality, groundwater hydrology and groundwater dependent ecosystems and provide details of contingency and management measures in the groundwater management strategy required under condition B31(vii).	Roads and Maritime have developed a Water Quality Monitoring Program that includes relevant information and analysis to address the requirements of this condition. The program was developed in consultation with OEH and NOW. The report was provided to the P&I for approval on 11 February 2014. The P&I subsequently approved the program on 5 March 2014. In the event any future changes to the detailed design are predicted to have a significantly different impact on groundwater than that modelled for the concept design, further modelling would be undertaken in accordance	Closed 5 March 2014

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		with the requirements of this condition. Where necessary, and to ensure the potential for impacts are adequately monitored, the Water Quality Monitoring Program would be updated accordingly.	
B17	<p>The Proponent shall prepare and implement a Water Quality Monitoring Program to monitor the impacts of the project on surface and groundwater quality and resources and wetlands, during construction and operation. The Program shall be developed in consultation with the OEH, DPI (Fishing and Aquaculture) and NOW and shall include but not necessarily be limited to:</p> <ol style="list-style-type: none"> identification of surface and groundwater quality monitoring locations (including watercourses, waterbodies and SEPP14 wetlands) which are representative of the potential extent of impacts from the project; the results of the groundwater modelling undertaken under condition B16; identification of works and activities during construction and operation of the project, including emergencies and spill events, that have the potential to impact on surface water quality of potentially affected waterways, including the risks to oyster farming in the Hastings River; development and presentation of parameters and standards against which any changes to water quality will be assessed, having regard to the <i>Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000</i> (Australian and New Zealand Environment Conservation Council, 2000); representative background monitoring of surface and groundwater quality parameters for a minimum of twelve months (considering seasonality) prior to the commencement of construction, to establish baseline water conditions, unless otherwise agreed by the Director General; a minimum monitoring period of three years following the completion of construction or until the affected waterways and/ or groundwater resources are certified by an independent expert as being rehabilitated to an acceptable condition. The monitoring shall also confirm the establishment of operational water control measures (such as sedimentation basins and vegetation swales); contingency and ameliorative measures in the event that adverse impacts to water quality are identified; and reporting of the monitoring results to the Department, OEH and NOW. <p>The Program shall be submitted to the Director General for approval six (6)</p>	<p>Roads and Maritime have developed a Water Quality Monitoring Program in consultation with OEH and NOW to address the requirements of this condition. The report was provided to the P&I for approval on 11 February 2014. The P&I subsequently approved the program on 5 March 2014.</p> <p>Pre-construction surface and groundwater quality monitoring reports in accordance with the approved Water Quality Monitoring Program were prepared and provided to P&E, OEH and NOW during June 2015. Construction water quality monitoring reports have since been provided to P&E, DPI, EPA and NOW on:</p> <ul style="list-style-type: none"> 20 August 2015 (first construction report) 16 December 2015 (second construction report) 2 June 2016 (third construction report) 16 November 2016 (fourth construction report) 8 May 2017 (fifth construction report). <p>The sixth six-monthly construction water quality monitoring report is currently under development and will be provided to P&E, DPI, EPA and NOW in the coming months. Subsequent construction monitoring reports will be prepared for six monthly intervals and provided to P&E, OEH and NOW for all stages during construction of the project.</p> <p>The requirements of this condition are ongoing for all stages throughout construction and up to three years following completion of the project.</p>	<p>Open</p> <p>To be closed up to three years after opening of entire project in the early 2018 (ie anticipated to be mid 2021).</p>

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	months prior to the commencement of construction of the project, or as otherwise agreed by the Director General. A copy of the Program shall be submitted to the OEH, DPI (Fishing and Aquaculture) and NOW prior to its implementation.		
	Heritage impacts		
B18	<p>Prior to the commencement of pre-construction and construction in Aboriginal sites OHK46/A, OHK47/A, OHK54/A, OHK90/A, OHK91/A and OHK219/A, the Proponent shall undertake the relevant salvage mitigation measures outlined in section 19.4.1 of Volume 1 of the EA for these sites.</p> <p>The results of the salvage program shall be provided to the Department, the OEH and Aboriginal stakeholders within six months of the completion of the salvage program, unless otherwise agreed by the Director General.</p>	<p>Roads and Maritime completed salvage works required by this condition in February 2013. Following a modification to the project approval on 15 November 2013, that among other things, allowed for the salvage of additional heritage sites, Roads and Maritime sought an extension to the provision of a report detailing the results of the salvage program required by this condition. The P&I approved the extension request on 30 January 2014 with a requirement that the report be provided by 31 December 2014. The report was subsequently provided to the department, OEH and Aboriginal stakeholders on 18 December 2014.</p> <p>P&E subsequently wrote to Roads and Maritime on 9 June 2015 advising that the report satisfactorily fulfilled the requirements of Condition B18A and B18C.</p>	Closed on 9 June 2015.
B18A	<p>Prior to the commencement of pre-construction and construction activities affecting the Pipers Creek PAD site, the Proponent shall:</p> <p>(a) undertake archaeological investigations at the Pipers Creek PAD site generally consistent with section 6 of the September 2012 Kelleher Nightingale report referenced in condition A1(f), or a methodology prepared in consultation with OEH and approved by the Director General; and</p> <p>(b) report on the results of the investigations, including recommendations (such as for salvage), in consultation with OEH and to the satisfaction of the Director General. The report shall include but not necessarily be limited to:</p> <p>(i) consideration of measures to minimise disturbance to archaeology, where significant archaeological deposits are found to be present;</p> <p>(i) where impacts cannot be avoided, recommendations for any further investigations for significant archaeological deposits; and</p> <p>(ii) management and mitigation measures to ensure there are no</p>	<p>See further detail provided in response to condition B18 with respect to items (a) and (b) of this condition. Salvage under item (c) is not required.</p>	Closed on 9 June 2015.

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	<p>additional impacts due to pre-construction and construction activities; and</p> <p>(c) undertake any salvage works recommended by the results of the archaeological investigations, in accordance with the report required under condition B18A(b).</p>		
B18B	<p>Prior to the commencement of pre-construction and construction activities affecting site OHK85, the Proponent shall undertake any salvage works recommended by the results of the archaeological investigations described in the 2013 Kelleher Nightingale document referenced in condition A1(f), in accordance with the relevant salvage mitigation measures outlined in section 19.4.1 of Volume 1 of the EA.</p>	<p>Salvage works have been completed in accordance with the requirements of this condition. The outcomes of the salvage have been documented in the report prepared in response to Condition B18.</p>	<p>Not applicable to Stage 2.</p>
B18C	<p>Within 12 months of completing any salvage work in accordance with conditions B18A and/or B18B, or at such time otherwise agreed by the Director General, the Proponent shall submit a report containing the findings of the salvage works, prepared in consultation with OEH and to the satisfaction of the Director General.</p>	<p>Noted. See detailed status in response to Condition B18.</p>	<p>Closed on 9 June 2015.</p>
B19	<p>Prior to the commencement of pre-construction and construction that affects the farm complex identified as OHK11 in Table 20-1 of Volume 1 of the EA, the Proponent shall prepare an archaeological assessment, which includes a research design and methodology to guide any proposed archaeological investigation, in accordance with the relevant Heritage Council of NSW guidelines. The archaeological assessment shall be prepared in consultation with the Office of Environment and Heritage (Heritage Branch) and submitted for the approval of the Director General prior to work commencing on site OHK11, unless otherwise agreed to by the Director General. The Excavation Director for the archaeological program shall meet the requirements of the Heritage Council of NSW's Excavation Director Criteria (Heritage Council of NSW website http://www.heritage.nsw.gov.au/docs/excavationdirectors.pdf dated July 2011).</p> <p>Any further archaeological work recommended on this site by the assessment shall be undertaken by the Proponent in consultation with the Office of Environment and Heritage (Heritage Branch). A final report on the excavation shall be submitted to the Director General and the Heritage Council of NSW within six months of the completion of the archaeological fieldwork, unless otherwise agreed to by the Director General.</p>	<p>Investigations in accordance with the requirements of this condition were completed on 29 May 2014. The outcomes of the investigation are summarised in the final excavation report provided to P&E and OEH on 15 September 2014.</p> <p>P&E subsequently wrote to Roads and Maritime advising that they had reviewed the report and were providing no further comment.</p>	<p>Not applicable to Stage 2.</p>

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	Urban Design and Landscaping		
B20	<p>The Proponent shall prepare and implement an Urban Design and Landscape Plan for the project. The Plan shall be prepared in consultation with the relevant council and shall present an integrated urban design for the project. The Plan shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) principal goal of achieving the urban design objectives outlined in Table 17-4 of Volume 1 of the EA; (b) location of existing vegetation and proposed landscaping (including use of indigenous and endemic species where possible) and design features; (c) graphics such as sections, perspective views and sketches for key elements of the project (including, but not limited to built elements such as retaining walls, cuttings, embankments, bridges, and noise barriers); (d) a description of locations along the project corridor directly or indirectly impacted by the construction of the project (e.g. temporary ancillary facilities, access tracks, watercourse crossings, etc.) and details of the strategies to progressively rehabilitate regenerate and/ or revegetate the locations with the objective of promoting biodiversity outcomes and visual integration. Details of species to be replanted/ revegetated shall be provided, including their appropriateness to the area and considering existing vegetation and habitat for threatened species; (e) an assessment of the visual screening affects of existing vegetation and the proposed landscaping. Where residences and businesses have been identified as likely to experience high visual impact as a result of the project and high residual impacts are likely to remain, the Proponent shall in consultation with affected receptors, identify opportunities for providing at receptor landscaping to further screen views of the project. Where agreed to with the landowner, these measures shall be implemented during the construction of the project; (f) strategies for progressive landscaping of other environmental controls such as erosion and sedimentation controls, drainage and noise mitigation; (g) location and design treatments for any associated footpaths and cyclist elements, and other features such as seating, lighting (in accordance with AS 4282-1997 Control of the Obtrusive Effect of Outdoor Lighting), fencing, and signs; (h) evidence of consultation with the relevant council and community on the proposed urban design and landscape measures prior to its finalisation; and (i) monitoring and maintenance procedures for the built elements, rehabilitated vegetation and landscaping (including weed control) including 	<p>Roads and Maritime and its construction partner for Roads and Maritime and its construction partners have completed an Urban Design and Landscape Plan for each stage of the project in consultation with council, relevant stakeholders and the community.</p> <p>On 21 May 2014 Roads and Maritime wrote to P&E seeking approval for the Stage 1 Sancrox Traffic Arrangement works Urban Design and Landscape Plan. The plan was subsequently approved on 10 November 2014.</p> <p>On 29 April 2014 Roads and Maritime submitted a request for a six month extension for submission of the Stage 2 plan to the Director General for approval. The request was approved on 20 June 2014 and required the plan to be submitted for approval on or before 1 December 2014. P&I also advised that in the absence of submission, progress on development of the plan must be provided to the P&I by 1 September 2014. An update to the department was subsequently provided on 28 August 2014. The final plan was provided to P&E on 27 November 2014. Following minor revisions in response to further comments, the plan was subsequently approved on 18 February 2015.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed two years after opening of entire project in early 2018 (ie anticipated to be early 2020).</p>

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	<p>performance indicators, responsibilities, timing and duration and contingencies where rehabilitation of vegetation and landscaping measures fail.</p> <p>The Plan shall be submitted for the approval of the Director General prior to the commencement of permanent built works and/ or landscaping, unless otherwise agreed by the Director General. The Plan may be submitted in stages to suit the staged construction program of the project.</p>		
Traffic and Access			
B21	<p>The Proponent shall ensure that the project is designed in consultation with DPI (Forests) to ensure that access of a standard that is at least equivalent to that currently existing and which meets relevant road safety standards is maintained within state forests to enable continued forestry operations, fire management and recreation during construction and operation unless otherwise agreed with DPI (Forests).</p>	<p>Noted.</p> <p>Design of accesses into Forestry Corporation reserves have been finalised in consultation with Forestry Corporation.</p>	<p>Open</p> <p>Closed for Stage 2.</p> <p>To be closed for the project following opening of the entire project in early 2018.</p>
B22	<p>The Proponent shall ensure that the project is designed to incorporate appropriate signage for townships along the existing highway that are bypassed by the project, in consultation with the relevant council and community. The signage policy shall be consistent with the Roads and Maritime Service's standard signposting policy and provide information on the range of services available within the towns including advice that the route through the towns may be taken as an alternative to the highway.</p>	<p>Consultation is ongoing in accordance with requirements of this condition, and forms part of a wider consultation strategy for the whole Pacific Highway upgrade program.</p> <p>Signage has already been installed in the vicinity of a number of towns by-passed by the Pacific Highway and will be where necessary on this project.</p> <p>A directional signage plan has also been prepared for the project and was open to public consultation toward the end of 2016. Key features final signage layout include:</p> <ul style="list-style-type: none"> • Directional signs for Tourist Drive 10 at the Blackmans Points Road interchange • Directional signs for Tourist Drives 12 at the South Kempsey interchange • Directional signage for local towns and destinations at the Oxley Highway, Sancrox, Blackmans Points Road, Haydons Wharf Road, Kundabung and South Kempsey interchanges • New local roads that are being built as part of the upgrade to provide access for residents living alongside the existing Pacific Highway. The 	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

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		<p>respective local councils have provided the names for these local roads.</p> <p>The directional signage plan is being implemented and will be finalised at, or shortly following, opening of the project to traffic.</p>	
	Property and Landuse		
B23	<p>The Proponent shall ensure that the project is designed to minimise land take impacts to surrounding properties (including agricultural properties) as far as feasible and reasonable, in consultation with the affected landowners. Where the viability of existing agricultural operations are identified to be highly affected by the land requirements of the project, the Proponent shall as part of detailed design employ a suitably qualified and experienced independent agricultural specialist (that is approved by the Director General for the purpose of this condition), to assist in the following (where agreed to by the relevant landowner):</p> <p>(a) identifying alternative farming opportunities for the relevant properties including purchase of other residual land to enable existing/new agricultural activities to continue; and/ or</p> <p>(b) negotiating appropriate compensation and/or arrangements for the purchase of the property under the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>.</p>	<p>The design of the project has been optimised to minimise land take and best serve adjacent business and private land use practices. The viability of agricultural operations would not be substantially affected by the project.</p>	Closed
	Compliance tracking		
B24	<p>The Proponent shall develop and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The Program shall be submitted to the Director General for approval prior to the commencement of construction and relate to both the construction and operational phases of the project, and include, but not necessarily be limited to:</p> <p>(a) provisions for the notification of the Director General of the commencement of works prior to the commencement of construction and prior to the commencement of operation of the project (including prior to each stage, where works are being staged);</p> <p>(b) provisions for periodic review of project compliance with the requirements of this approval and the documents listed under condition A1, including the Statement of Commitments;</p> <p>(c) provisions for periodic reporting of compliance status against the requirements of this approval and the documents listed under condition A1,</p>	<p>Roads and Maritime has developed a Compliance Tracking Program to address the requirements of this condition. The program was submitted to the P&I for approval on 12 April 2013. P&I subsequently approved the plan, subject to two additional conditions, on 22 July 2013.</p> <p>Roads and Maritime provided pre-construction compliance tracking reports for each stage of construction in the lead up to the commencement of each stage. These reports were provided on:</p> <ul style="list-style-type: none"> • Stage 1 – 21 May 2014 • Stage 2 – 12 September 2014 • Stage 3 – 31 July 2014. 	<p>Open</p> <p>To be closed within two months after opening of the entire project in early 2018.</p>

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	<p>including the Statement of Commitments, to the Director General including at least one month prior to the commencement of construction and operation of the project and at other intervals during the construction and operation, as identified in the Program;</p> <p>(d) a program for independent environmental auditing in accordance with ISO 19011:2003 - Guidelines for Quality and/ or Environmental Management Systems Auditing;</p> <p>(e) mechanisms for reporting and recording incidents and actions taken in response to those incidents;</p> <p>(f) provisions for reporting environmental incidents to the Director General during construction and operation; and</p> <p>(g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management.</p>	<p>P&E were notified on 25 August 2014 that construction on the project commenced on 22 July 2014.</p> <p>This construction compliance tracking report outlines the status of compliance in accordance with the approved compliance tracking program developed in response to this condition. This report covers the sixth construction compliance tracking period between 22 January 2017 and 21 July 2017.</p> <p>Previous construction compliance tracking reports in response to the requirements of this condition were provided to the DPE on:</p> <ul style="list-style-type: none"> • Compliance period 1 – 24 March 2015 • Compliance period 2 – 17 September 2015 • Compliance period 3 – 11 March 2016 • Compliance period 4 – 2 September 2016 • Compliance period 5 – 13 March 2017. <p>Roads and Maritime also informed P&E in writing on 2 November 2015 of the anticipated opening of Stage 1 of the project and provided a pre-operational compliance report in accordance with the condition at the same time. P&E wrote to Roads and Maritime on 18 November 2015 and advised they had no further comments on the matters. Stage 1 opened to traffic on 30 November 2015.</p> <p>This report forms part of Roads and Maritime's notification to P&E as to the anticipated opening of Stage 2 of the project. As indicated, it is anticipated that Stage 2 of the project will open to traffic in September/October 2017.</p>	
	Community Information and Involvement		
	<i>Provision of Electronic Information</i>		
B25	Prior to the commencement of construction, the Proponent shall establish and maintain a new website, or dedicated pages within an existing website, for the provision of electronic information associated with the project. The Proponent shall, subject to confidentiality, publish and maintain up-to-date information on	A project website has been established and is accessible through the Roads and Maritime corporate website. The website is updated at regular intervals and will contain all information, as a minimum, required by	Open To be closed following the completion of all requirements

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	<p>the website or dedicated pages including, but not necessarily limited to:</p> <ul style="list-style-type: none"> (a) information on the current implementation status of the project; (b) a copy of the documents referred to under condition A1 of this approval, and any documentation supporting modifications to this approval that may be granted from time to time; (c) a copy of this approval and any future modification to this approval; (d) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the project; (e) a copy of each current strategy, plan, program or other document required under this approval; and (f) the outcomes of compliance tracking in accordance with the requirements of condition B24. 	this condition.	of this approval (ie 2022).
	<i>Complaints and Enquiries Procedure</i>		
B26	<p>Prior to the commencement of construction, the Proponent shall ensure that the following are available for community complaints and enquiries during the construction period:</p> <ul style="list-style-type: none"> (a) a telephone number on which complaints and enquiries about construction and operation activities may be registered; (b) a postal address to which written complaints and enquiries may be sent; and (c) an email address to which electronic complaints and enquiries may be transmitted. <p>The telephone number, the postal address and the email address shall be published in a newspaper circulating in the local area prior to the commencement of construction and prior to the commencement of project operation. The above details shall also be provided on the website (or dedicated pages) required by this approval.</p>	<p>Roads and Maritime and its construction partners developed a Community Communications Strategy for each stage of the project that among other things, address the requirements of this condition. Further detail on the status of these strategies is provided in response to MCoA B28.</p> <p>Advertisements were placed local newspapers and sent to registered stakeholders in July and October 2014 advising the community of the anticipated commencement of the various stages of construction and also how to establish contact with Roads and Maritime and its construction partners via telephone, post and email. This information is also supplied with all community notifications and published on the project website.</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
B27	<p>The Proponent shall prepare and implement a Construction Complaints Management System consistent with AS 4269 Complaints Handling prior to the commencement of construction activities and must maintain the System for the duration of construction activities.</p> <p>Information on all complaints received, including the means by which they were addressed and whether resolution was reached and whether mediation was required or used, shall be maintained by the Proponent and included in a complaints register. The information contained within the System shall be made available to the Director General on request.</p>	<p>Roads and Maritime and its construction partners have developed a Community Communications Strategy for each stage of the project that among other things, address the requirements of this condition. Further detail on the status of these strategies is provided in response to MCoA B28.</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

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	<i>Community Involvement</i>		
B28	<p>The Proponent shall prepare and implement a Community Communication Strategy for the project. This Strategy shall be designed to provide mechanisms to facilitate communication between the Proponent, the Contractor, the Environmental Representative, the relevant council and the local community (broader and local stakeholders) on the construction and environmental management of the project. The Strategy shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) identification of stakeholders to be consulted as part of the Strategy, including affected and adjoining landowners; (b) procedures and mechanisms for the regular distribution of information to stakeholders on the progress of the project and matters associated with environmental management; (c) procedures and mechanisms through which stakeholders can discuss or provide feedback to the Proponent and/ or Environmental Representative in relation to the environmental management and delivery of the project; (d) procedures and mechanisms through which the Proponent can respond to enquires or feedback from stakeholders in relation to the environmental management and delivery of the project; and (e) procedures and mechanisms that would be implemented to resolve issues/ disputes that may arise between parties on the matters relating to environmental management and the delivery of the project. This may include the use of an appropriately qualified and experienced independent mediator. <p>The Proponent shall maintain and implement the Strategy throughout construction of the project. The Strategy shall be approved by the Director General prior to the commencement of construction, or as otherwise agreed by the Director General.</p>	<p>Roads and Maritime and its construction partners have developed a Community Communications Strategy for each stage of the Project that among other things, address the requirements of this condition.</p> <p>The Stage 1 Construction Community Liaison Management Plan prepared to address the requirements of this condition was submitted to P&E for approval on 19 May 2014. The plan was subsequently approved by the P&E on 10 June 2014.</p> <p>The Stage 2 Community Communications Strategy was submitted to P&E for approval on 9 September 2014. The plan was subsequently approved by the P&E on 4 November 2014.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
	Environmental Management		
	<i>Environmental Representative</i>		
B29	<p>Prior to the commencement of construction of the project, or as otherwise agreed by the Director General, the Proponent shall nominate for the approval of the Director General a suitably qualified and experienced Environment Representative(s) that is independent of the design (including preparation of documentation referred to in condition A1), and construction personnel. The Proponent shall employ the Environmental Representative(s) for the duration of</p>	<p>Roads and Maritime sought approval for Mr Ben Luffman (GHD) as the Environmental Representative and Mr Maurice Pignatelli (GHD) as the alternative Environmental Representative on 17 May 2013. The P&I approved the nominations on 18 June 2013.</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

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	<p>construction, or as otherwise agreed by the Director General. The Environment Representative(s) shall:</p> <ul style="list-style-type: none"> (a) be the principal point of advice in relation to the environmental performance of the project; (b) be consulted in responding to the community concerning the environmental performance of the project where the resolution of points of conflict between the Proponent and the community is required; (c) monitor the implementation of environmental management plans and monitoring programs required under this approval; (d) monitor the outcome of environmental management plans and advise the Proponent upon the achievement of project environmental outcomes; (e) have responsibility for considering and advising the Proponent on matters specified in the conditions of this approval, and other licences and approvals related to the environmental performance and impacts of the project; (f) ensure that environmental auditing is undertaken in accordance with the requirements of condition B24 and the project's Environmental Management System(s); (g) be given the authority to approve/ reject minor amendments to the Construction Environment Management Plan. What constitutes a "minor" amendment shall be clearly explained in the Construction Environment Management Plan required under condition B30; and (h) be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts, and failing the effectiveness of such steps, to direct that relevant actions be ceased immediately should an adverse impact on the environment be likely to occur. 		
	<i>Construction Environmental Management Plan</i>		
B30	<p>The Proponent shall prepare and (following approval) implement a Construction Environmental Management Plan for the project. The Plan shall outline the environmental management practices and procedures that are to be followed during construction, and shall be prepared in consultation with the relevant agencies and in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The Plan shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) a description of activities to be undertaken during construction of the project or stages of construction, as relevant; 	<p>A Construction Environmental Management Plan (CEMP), including relevant sub-plans, was prepared for each stage of the project in consultation with OEH and DPI (Fishing and Aquaculture) to address the relevant requirements of this condition.</p> <p>Roads and Maritime wrote to P&E on 3 April and 21 May 2014 seeking approval for the Stage 1 CEMP a number of sub plans. The CEMP and sub plans required by MCoA B31(a) to (e) were approved on 7 July 2014.</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

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	<p>(b) statutory and other obligations that the Proponent is required to fulfil during construction including approvals, consultations and agreements required from agencies and key legislation and policies. Evidence of consultation with relevant agencies shall be included identifying how issues raised by these agencies have been addressed in the Plan;</p> <p>(c) a description of the roles and responsibilities for relevant employees involved in the construction of the project including relevant training and induction provisions for ensuring that employees, including contractors and sub-contractors are aware of their environmental and compliance obligations under these conditions of approval;</p> <p>(d) identification of ancillary facility site locations, including an assessment against the location criteria outlined in condition C28;</p> <p>(e) an environmental risk analysis to identify the key environmental performance issues associated with the construction phase and details of how environmental performance would be monitored and managed to meet acceptable outcomes including what actions will be taken to address identified potential adverse environmental impacts (including any impacts arising from the staging of the construction of the project and/ or concurrent construction works with adjacent Pacific Highway Upgrade projects, as relevant). In particular, the following environmental performance issues shall be addressed in the Plan:</p> <ul style="list-style-type: none"> (i) measures to monitor and manage dust emissions including dust from stockpiles, blasting, traffic on unsealed public roads and materials tracking from construction sites onto public roads; (ii) measures to minimise hydrology impacts, including measures to stabilise bed and bank structures as required, (iii) measures to monitor and manage impacts associated with the construction and operation of ancillary facilities, (iv) measures for the handling, treatment and management of contaminated materials, (v) measures to monitor and manage waste generated during construction including but not necessarily limited to: general procedures for waste classification, handling, reuse, and disposal; use of secondary waste material in construction wherever feasible and reasonable; procedures for dealing with green waste including timber and mulch from clearing activities; and measures for reducing demand on water resources (including the potential for reuse of treated water from sediment control basins); (vi) measures to monitor and manage spoil, fill and materials stockpile sites including details of how spoil, fill or material would be handled, 	<p>Roads and Maritime wrote to P&E on 9 and 12 September 2014 seeking approval for the Stage 2 CEMP a number of sub plans. The CEMP and sub plans required by MCoA B31(a) to (e) were approved on 4 November 2014. A number of minor changes to the Stage 2 CEMP, identified as part of an audit, were endorsed by the environmental representative on 11 April 2016.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>stockpiled, reused and disposed and a stockpile management protocol detailing locational criteria that would guide the placement of stockpiles and management measures that would be implemented to avoid/ minimize amenity impacts to surrounding residents and environmental risks (including to surrounding water courses). Stockpile sites that affect heritage, threatened species, populations or endangered ecological communities require the approval of the Director General, in consultation with the OEH;</p> <p>(vii) measures to monitor and manage hazard and risks including emergency management; and</p> <p>(viii) the issues identified in condition B31;</p> <p>(f) details of community involvement and complaints handling procedures during construction, consistent with the requirements of conditions B25 to B28;</p> <p>(g) details of compliance and incident management consistent with the requirements of condition B24; and</p> <p>(h) procedures for the periodic review and update of the Construction Environmental Management Plan and sub-plans required under condition B31, as necessary (including where minor changes can be approved by the Environmental Representative).</p> <p>The Plan shall be submitted for the approval of the Director General no later than one month prior to the commencement of construction, or within such period otherwise agreed by the Director General. Construction works shall not commence until written approval has been received from the Director General.</p>		
B31	As part of the Construction Environment Management Plan for the project required under condition B30, the Proponent shall prepare and implement the following sub plan(s):		
	<p>(a) a Construction Traffic Management Sub-plan, prepared in accordance with the Roads and Maritime Service's QA Specification G10 – Control of Traffic and Traffic Control at Work Sites Manual (2003) to manage disruptions to traffic movements as a result of construction traffic associated with the project. The sub-plan shall be developed in consultation with the relevant council and shall include, but not necessarily be limited to:</p> <p>(i) identification of construction traffic routes and quantification of construction traffic volumes (including heavy vehicle/ spoil haulage) on these routes;</p> <p>(ii) details of vehicle movements for construction sites and site</p>	<p>A Construction Traffic Management Plan (TMP) to address the requirements of this condition was prepared for each stage of the Project.</p> <p>Roads and Maritime wrote to P&E on 21 May 2014 seeking approval for the Stage 1 TMP. The TMP required by this condition was approved on 7 July 2014.</p> <p>Roads and Maritime wrote to P&E on 9 September 2014 seeking approval for the Stage 2 TMP. The TMP required by this condition was approved on 4 November 2014.</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>compounds including parking, dedicated vehicle turning areas, and ingress and egress points;</p> <p>(iii) details of potential impacts to traffic on the existing highway and associated local roads, including intersection level of service and potential disruptions to pedestrians, public transport, parking, cyclists and property access;</p> <p>(iv) details of temporary and interim traffic arrangements to address potential impacts;</p> <p>(v) a response procedure for dealing with traffic incidents; and</p> <p>(vi) mechanism for the monitoring, review and amendment of this sub-plan;</p>	<p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	
	<p>(b) a Construction Flora and Fauna Management Sub-plan to detail how construction impacts on ecology will be minimised and managed. The sub-plan shall be developed in consultation with the OEH and DPI (Fishing and Aquaculture) and shall include, but not necessarily be limited to:</p> <p>(i) details of pre-construction surveys undertaken to verify the construction boundaries/footprint of the project based on detailed design and to confirm the vegetation to be cleared as part of the project (including tree hollows, threatened flora and fauna species, mangroves, seagrass and riparian vegetation). The surveys shall be undertaken by a suitably qualified and experienced ecologist and include targeted surveys during suitable conditions for Koalas, Green-thighed Frog, Giant Barred Frog and microbats within and in the vicinity of the project corridor;</p> <p>(ii) updated sensitive area/ vegetation maps based on B31(b)(i) above and previous survey work;</p> <p>(iii) details of general work practices and mitigation measures to be implemented during construction to minimise impacts on native fauna and native vegetation (particularly threatened species and EECs) not proposed to be cleared as part of the project, including, but not necessarily limited to: fencing of sensitive areas, a protocol for the removal and relocation of fauna during clearing, presence of a suitably qualified and experienced ecologist to oversee clearing activities and facilitate fauna rescues and re-location, clearing timing with consideration to breeding periods, measures for maintaining existing habitat features (such as bush rock and tree branches etc), seed harvesting and appropriate topsoil management, construction worker</p>	<p>A Construction Flora and Fauna Management Plan (FFMP) to address the requirements of this condition was prepared in consultation with OEH and DPI (Fishing and Aquaculture) for each stage of the Project.</p> <p>Roads and Maritime wrote to P&E on 21 May 2014 seeking approval for the Stage 1 FFMP. The FFMP required by this condition was approved on 7 July 2014.</p> <p>Roads and Maritime wrote to P&E on 12 September 2014 seeking approval for the Stage 2 FFMP. The FFMP required by this condition was approved on 4 November 2014.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>education, weed management (including controls to prevent the introduction or spread of <i>Phytophthora cinnamomi</i>), erosion and sediment control and progressive re-vegetation;</p> <p>(iv) specific procedures to deal with EEC/ threatened species anticipated to be encountered within the project corridor including re-location, translocation and/or management and protection measures;</p> <p>(v) a management strategy for the Green-thighed Frog and Giant Barred Frog in the case that the pre-construction surveys identify the presence of these species or its habitats in the project corridor or its vicinity. The strategy shall include details of the measures to avoid, minimise and mitigate impacts to these species;</p> <p>(vi) a Microbat management strategy in the case that the pre-construction surveys (undertaken at least 12 months in advance of disturbance to potential roosting structures, or as agreed by the Director General) identify the presence of or evidence of microbat roosting in the project corridor or its vicinity. The strategy shall detail measures to avoid, minimise and mitigate impacts to microbats and identified roost sites, including short and long term management measures;</p> <p>(vii) an aquatic vegetation management strategy for mangroves and seagrass. The strategy shall:</p> <ol style="list-style-type: none"> i. identify the potential for the translocation of mangroves and/ or seagrass impacted by the project; ii. if translocation is feasible, include details of a translocation plan consistent with Policy and Guidelines for Fish Habitat Conservation and Management (NSW Fisheries 1999) including details of ongoing maintenance such as responsibilities, timing and duration; iii. identify a process for incorporating appropriate compensatory habitat for mangroves and/ or seagrass impacted by the project in the Biodiversity Offset Strategy referred to in condition B8 of this approval, should the information obtained during the investigation find that translocation is not feasible or where the monitoring undertaken finds that translocation measures have not been successful (as identified through performance criteria); and iv. include detail of mitigation measures to be implemented during construction to avoid and minimise impacts to areas identified to contain these species, including impacts from the use and storage 		

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>of construction plant, equipment, materials and entry by personnel;</p> <p>(viii) a procedure for dealing with unexpected EEC/ threatened species identified during construction including cessation of work and notification of the OEH, determination of appropriate mitigation measures in consultation with the OEH (including relevant re-location measures) and update of ecological monitoring and/ or biodiversity offset requirements consistent with conditions B8 and B10; and</p> <p>(ix) mechanism for the monitoring, review and amendment of this sub-plan;</p>		
	<p>(c) a Construction Noise and Vibration Management Sub-plan to detail how construction noise and vibration impacts will be minimised and managed. The sub-plan shall be developed in consultation with the EPA and include, but not necessarily be limited to:</p> <p>(i) identification of nearest sensitive receptors and relevant construction noise and vibration goals applicable to the project;</p> <p>(ii) identification of key noise and/or vibration generating construction activities (based on representative construction scenarios, including at ancillary facilities) that have the potential to impact on surrounding sensitive receivers including expected noise/ vibration levels;</p> <p>(iii) identification of feasible and reasonable measures proposed to be implemented to minimize construction noise and vibration impacts (including construction traffic noise impacts);</p> <p>(iv) procedures for dealing with out-of-hour works in accordance with condition C4, including procedures for notifying the Director General concerning complaints received in relation to the extended hours approved under condition C4(d);</p> <p>(v) procedures and mitigation measures to ensure relevant vibration and blasting criteria are achieved, including a suitable blast program, applicable buffer distances for vibration intensive works, use of low-vibration generating equipment/ vibration dampeners or alternative construction methodology, and pre- and post- construction dilapidation surveys of sensitive structures where blasting and/ or vibration is likely to result in damage to buildings and structures (including surveys being undertaken immediately following a monitored exceedance of the criteria);</p> <p>(vi) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as</p>	<p>A Construction Noise and Vibration Management Plan (NVMP) to address the requirements of this condition was prepared in consultation with EPA for each stage of the Project.</p> <p>Roads and Maritime wrote to P&E on 21 May 2014 seeking approval for the Stage 1 NVMP. The NVMP required by this condition was approved on 7 July 2014. Roads and Maritime have since submitted a revision to the Stage 1 CNVMP in relation to the Out of Hours Work Procedure. The submission was made on 9 July 2015 and an approval remains outstanding.</p> <p>Roads and Maritime wrote to P&E on 12 September 2014 seeking approval for the Stage 2 NVMP. The NVMP required by this condition was approved on 4 November 2014.</p> <p>An update to the Out of Hours Work Procedure with in the Stage 2 NVMP was approved by DP&E on 29 May 2017.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>procedures for dealing with and responding to noise complaints; and</p> <p>(vii) a program for construction noise and vibration monitoring clearly indicating monitoring frequency, location, how the results of this monitoring would be recorded and, procedures to be followed where significant exceedences of relevant noise and vibration goals are detected;</p>		
	<p>(d) a Construction Soil and Water Quality Management Sub-plan to manage surface and groundwater impacts during construction of the project. The sub-plan shall be developed in consultation with the OEH, DPI (Fishing and Aquaculture) and NOW and include, but not necessarily be limited to:</p> <p>(i) identification of potential sources of erosion and sedimentation, and water pollution (including those resulting from maintenance activities);</p> <p>(ii) details of how construction activities would be managed and mitigated to minimise erosion and sedimentation consistent with condition C17;</p> <p>(iii) where construction activities have the potential to impact on waterways or wetlands (through direct disturbance such as construction of waterway crossings or works in close proximity to waterways or wetlands), site specific mitigation measures to be implemented to minimise water quality, riparian and stream hydrology impacts as far as practicable, including measures to stabilise bed and/or bank structures where feasible and reasonable, and to rehabilitate affected riparian vegetation to existing or better condition. The timing of rehabilitation of the waterways shall be identified in the sub-plan;</p> <p>(iv) a contingency plan, consistent with the Acid Sulfate Soils Manual, to deal with the unexpected discovery of actual or potential acid sulfate soils, including procedures for the investigation, handling, treatment and management of such soils and water seepage;</p> <p>(v) a tannin leachate management protocol to manage the stockpiling of mulch and use of cleared vegetation and mulch filters for erosion and sediment control;</p> <p>(vi) construction water quality monitoring requirements consistent with condition B16; and (vii) a groundwater management strategy, including (but not necessarily limited to):</p> <p>i. description and identification of groundwater resources (including depths of the water table and water quality) potentially affected by the project based on baseline groundwater monitoring undertaken</p>	<p>A Construction Soil and Water Management Plan (SWMP) to address the requirements of this condition was prepared in consultation with OEH, DPI (Fishing and Aquaculture) and NOW for each stage of the Project.</p> <p>Roads and Maritime wrote to P&E on 21 May 2014 seeking approval for the Stage 1 SWMP. The SWMP required by this condition was approved on 7 July 2014.</p> <p>Roads and Maritime wrote to P&E on 9 September 2014 seeking approval for the Stage 2 SWMP. The SWMP required by this condition was approved on 4 November 2014.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>in accordance with condition B16;</p> <ul style="list-style-type: none"> ii. identification of surrounding licensed bores, dams or other water supplies and groundwater dependant ecosystems and potential groundwater risks associated with the construction of the project on these groundwater users and ecosystems; iii. measures to manage identified impacts on water table, flow regimes and quality and to groundwater users and ecosystems; iv. groundwater inflow control, handling, treatment and disposal methods; and v. a detailed monitoring plan to identify monitoring methods, locations, frequency, duration and analysis requirements; and 		
	<p>(e) a Construction Heritage Management Sub-plan to detail how construction impacts on Aboriginal and non-Aboriginal heritage will be minimised and managed. The sub-plan shall be developed in consultation with the OEH and registered Aboriginal stakeholders (for Aboriginal heritage), and include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (i) In relation to Aboriginal Heritage: <ul style="list-style-type: none"> i. details of management measures to be carried out in relation to recorded sites and potential Aboriginal deposits (including further archaeological investigations, salvage measures and/ or measures to protect unaffected sites during construction works in the vicinity); ii. procedures for dealing with previously unidentified Aboriginal objects (excluding human remains) including cessation of works in the vicinity, assessment of the significance of the item(s) and determination of appropriate mitigation measures including when works can re-commence by a suitably qualified archaeologist in consultation with the Department, OEH and registered Aboriginal stakeholders and assessment of the consistency of any new Aboriginal heritage impacts against the approved impacts of the project, and registering of the new site in the OEH's Aboriginal Heritage Information Management System (AHIMS) register; iii. procedures for dealing with human remains, including cessation of works in the vicinity and notification of the Department, NSW Police Force, OEH and registered Aboriginal stakeholders and not recommencing any works in the area unless authorised by the Department and/ or the NSW Police Force); and 	<p>A Construction Heritage Management Plan (HMP) to address the requirements of this condition was prepared in consultation with OEH and registered Aboriginal Stakeholders, where relevant, for each stage of the project.</p> <p>Roads and Maritime wrote to P&E on 21 May 2014 seeking approval for the Stage 1 HMP. The HMP required by this condition was approved on 7 July 2014.</p> <p>Roads and Maritime wrote to P&E on 9 September 2014 seeking approval for the Stage 2 HMP. The HMP required by this condition was approved on 4 November 2014.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	<ul style="list-style-type: none"> iv. Aboriginal cultural heritage induction processes for construction personnel (including procedures for keeping records of inductions) and procedures for ongoing Aboriginal consultation and involvement; and (ii) In relation to non-Aboriginal Heritage: <ul style="list-style-type: none"> i. details of management measures to be carried out in relation to recorded sites (including further heritage investigations, archival recordings and/ or measures to protect unaffected sites during construction works in the vicinity), consistent with the Mitigation and Management Strategies listed in Section 9 of the Non-Indigenous Heritage Impact Assessment prepared by South East Archaeology Pty Limited (dated December 2007); ii. procedures for dealing with previously unidentified non-Aboriginal objects, (including cessation of works in the vicinity, assessment of the significance of the item(s) and determination of appropriate mitigation measures including when works can re-commence by a suitably qualified and experienced archaeologist in consultation with the Department and Office of Environment and Heritage (Heritage Branch) and assessment of the consistency of any new non-Aboriginal heritage impacts against the approved impacts of the project; and iii. non-Aboriginal heritage induction processes for construction personnel (including procedures for keeping records of inductions). 		
	Part C – During Construction		
	Biodiversity		
C1	The Proponent shall employ feasible and reasonable measures to minimise the clearing of native vegetation during the construction of the project.	<p>The requirements of this condition were incorporated into the CEMPs and associated FFMP for each stage of the project. See discussion provided for MCoA B30 and MCoA B31(b).</p> <p>All planned clearing has been completed on Stage 2 and Stage 3 the project</p>	Closed
	Air Quality Impacts		
C2	The Proponent shall employ feasible and reasonable measures (including cessation of relevant works, as appropriate) to ensure that the project is	The requirements of this condition were incorporated into a Construction Air Quality Management Sub-plan	Open

CoA no.	Requirement	Status / Reference	Closed (and date)
	constructed in a manner that minimises dust generation, including wind-blown dust, traffic-generated dust, dust from stockpiles and material tracking from construction and ancillary facility sites onto public roads.	(AQMP) prepared as part of the CEMP for each stage of the project. See discussion provided for MCoA B30.	To be closed following opening of the entire project in early 2018.
	Noise and Vibration Impacts		
	<i>Construction Hours</i>		
C3	The Proponent shall only undertake construction activities associated with the project during the following standard construction hours: (a) 7:00am to 6:00pm Mondays to Fridays, inclusive; and (b) 8:00am to 1:00pm Saturdays; and (c) at no time on Sundays or public holidays.	The requirements of this condition were incorporated into the NVMP for each stage of the project. See discussion provided for MCoA B31(c).	Open To be closed following opening of the entire project in early 2018.
C4	Works outside of the standard construction hours identified in condition C3 may be undertaken in the following circumstances: (a) works that generate noise that is: (i) no more that 5 dB(A) above rating background level at any residence; or (ii) no more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009) at other sensitive land uses; or (b) for delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or (c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or (d) construction works undertaken through sparsely populated areas (being those areas in which sensitive receptors are located greater than 200 metres away from the project boundary). In this case construction is permissible during the following hours: 6.00am to 6.00pm Monday to Friday and 7.00am to 4.00pm Saturdays and at no time on Sundays or public holidays. These works hours may be reviewed and/ or revoked by the Director General in consultation with the EPA in the case of excessive or unresolved noise complaints; or (e) with the approval of the Director General in accordance with condition C5.	The requirements of this condition were incorporated into the NVMP for each stage of the project. See discussion provided for MCoA B31(c). Compliance with the requirements of this condition continues across Stage 2 and Stage 3 of the project. Stage 1 opened to traffic on 30 November 2015.	Open To be closed following opening of the entire project in early 2018.
C5	Construction activities (Out of Hours work) may be allowed to occur outside the construction hours specified in condition C3 with the prior written approval of the Director General. Requests for Out of Hours approval will be considered for	The requirements of this condition were incorporated into the NVMP for each stage of the Project. See	Open To be closed following

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>construction activities which cannot be undertaken during the construction hours specified in condition C3 for technical or other justifiable reasons and will be considered on a case by case or activity-specific basis. Request for Out of Hours work must be accompanied by:</p> <ul style="list-style-type: none"> (a) details of the nature and need for activities to be conducted during the varied construction hours; (b) written evidence to the EPA and the Director General that activities undertaken during the varied construction hours are justified, appropriate consultation with potentially affected receivers and notification of the relevant Council has been undertaken, issues raised have been addressed, and all feasible and reasonable mitigation measures have been put in place; and (c) evidence of consultation with the EPA on the proposed variation in standard construction hours. <p>Despite the above, Out of Hours work may also occur in accordance with an approved Construction Environment Management Plan or Construction Noise and Vibration Management Sub-plan for this project, where that plan provides a process for considering the above on a case by case or activity specific basis by the Proponent, including factors (a) to (c) above.</p>	<p>discussion provided for MCoA B31(c). Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>opening of the entire project in early 2018.</p>
C6	<p>Blasting associated with the project shall only be undertaken during the following hours:</p> <ul style="list-style-type: none"> (a) 9:00am to 5:00pm, Mondays to Fridays, inclusive; (b) 9:00am to 1:00pm on Saturdays; and (c) at no time on Sundays or public holidays. <p>This condition does not apply in the event of a direction from the NSW Police Force or other relevant authority for safety or emergency reasons to avoid loss of life, property loss and/or to prevent environmental harm.</p>	<p>The requirements of this condition were incorporated into the NVMP for each stage of the project. See discussion provided for MCoA B31(c). Stage 2 completed all blasting activities prior to January 2017 and Stage 1 opened to traffic on 30 November 2015. Blasting on Stage 3 was completed in early 2017. Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Closed on Stage 2 in 2016. Closed on Stage 3 in early 2017.</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	<i>Construction Noise and Vibration Goals</i>		
C7	The Proponent shall implement feasible and reasonable noise mitigation measures with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009) during construction activities. Any activities that could exceed the construction noise management levels shall be identified and managed in accordance with the Construction Noise and Vibration Management Sub-plan required under condition B31.	The requirements of this condition were incorporated into the NVMP for each stage of the project. See discussion provided for MCoA B31(c).	Open To be closed following opening of the entire project in early 2018.
C8	The Proponent shall implement all feasible and reasonable mitigation measures with the aim of achieving the following construction vibration goals: (a) for structural damage, the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration - effects of vibration on structures; and (b) for human exposure, the acceptable vibration values set out in the Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006).	The requirements of this condition were incorporated into the NVMP for each stage of the project. See discussion provided for MCoA B31(c).	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Status / Reference	Closed (and date)											
C9	<p>The Proponent shall ensure that airblast overpressure generated by blasting associated with the project does not exceed the criteria specified in Table 1 when measured at the most affected residence or other sensitive receiver.</p> <p>Table 1 – Airblast overpressure criteria</p> <table border="1"> <thead> <tr> <th>Airblast overpressure (dB(Lin Peak))</th> <th>Allowable exceedance</th> </tr> </thead> <tbody> <tr> <td>115</td> <td>5% of total number of blasts over a 12 month period</td> </tr> <tr> <td>120</td> <td>0%</td> </tr> </tbody> </table>	Airblast overpressure (dB(Lin Peak))	Allowable exceedance	115	5% of total number of blasts over a 12 month period	120	0%	<p>The requirements of this condition were incorporated into the NVMP for each stage of the project. See discussion provided for MCoA B31(c).</p> <p>Stage 2 completed all blasting activities prior to January 2017 and Stage 1 opened to traffic on 30 November 2015. Blasting on Stage 3 was completed in early 2017.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the Project is available in the most recent Project construction compliance report (September 2017).</p>	<p>Closed on Stage 2 in 2016. Closed on Stage 3 in early 2017.</p>					
Airblast overpressure (dB(Lin Peak))	Allowable exceedance													
115	5% of total number of blasts over a 12 month period													
120	0%													
C10	<p>The Proponent shall ensure that ground vibration generated by blasting associated with the project does not exceed the criteria specified in Table 2 when measured at the most affected residence or other sensitive receiver.</p> <p>Table 2 – Peak particle velocity criteria</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Peak particle velocity (mm/s)</th> <th>Allowable exceedance</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Residence on privately owned land</td> <td>5</td> <td>5% of total number of blasts over a 12 month period</td> </tr> <tr> <td>10</td> <td>0%</td> </tr> <tr> <td>Non-Aboriginal Heritage item</td> <td>3</td> <td>0%</td> </tr> </tbody> </table>	Receiver	Peak particle velocity (mm/s)	Allowable exceedance	Residence on privately owned land	5	5% of total number of blasts over a 12 month period	10	0%	Non-Aboriginal Heritage item	3	0%	<p>The requirements of this condition were incorporated into the NVMP for each stage of the project. See discussion provided for MCoA B31(c).</p> <p>Stage 2 completed all blasting activities prior to January 2017 and Stage 1 opened to traffic on 30 November 2015. Blasting on Stage 3 was completed in early 2017.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Closed on Stage 2 in 2016. Closed on Stage 3 in early 2017.</p>
Receiver	Peak particle velocity (mm/s)	Allowable exceedance												
Residence on privately owned land	5	5% of total number of blasts over a 12 month period												
	10	0%												
Non-Aboriginal Heritage item	3	0%												
C11	<p>To ensure that the criteria specified in conditions C9 and C10 are satisfied at the most affected residence or other sensitive receiver, blasting trials shall be undertaken prior to the commencement of the project's blasting program, with results from the trial blasts used to determine site specific blast design to satisfy the relevant criteria.</p>	<p>The requirements of this condition were incorporated into the NVMP for each stage of the Project. See discussion provided for MCoA B31(c).</p> <p>Trial blasts were undertaken on Stage 2 prior to commencing the routine blasting programs.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Closed on Stage 2 in 2016. Closed on Stage 3 in early 2017.</p>											
C12	<p>The blasting criteria identified in conditions C9 and/or C10 may be exceeded</p>	<p>The requirements of this condition were incorporated</p>	<p>Closed on Stage 2 in 2016.</p>											

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>where the Proponent has a written agreement with the EPA and the relevant landowner to exceed the criteria identified in conditions C9 and/ or C10 and the Director General has approved the exceedance. In obtaining the Director General approval for any such exceedance the Proponent shall submit to the Director General:</p> <p>(a) details of the proposed blasting program and justification for the proposed increase to blasting criteria including alternatives considered (where relevant);</p> <p>(b) an assessment of the environmental impacts of the increased blast limits on the surrounding environment and most affected residences or other sensitive receivers including, but not limited to noise, vibration and air quality and any risk to surrounding utilities, services or other structures;</p> <p>(c) details of the blast management, mitigation and monitoring procedures to be implemented; and (d) details of consultation undertaken (including clear identification of proposed blast limits and potential property impacts) and agreement reached with the relevant landowners and EPA (including a copy of the agreement in relation to increased blasting limits).</p> <p>Unless otherwise agreed by the Director-General, the following exclusions apply to the application of this condition:</p> <p>(a) any agreements reached may be terminated by the landowner at any time should concerns about the increased blasting limits be unresolved;</p> <p>(b) the blasting limit agreed to under any agreement can at no time exceed a maximum Peak Particle Velocity vibration level of 25 mm/s or maximum Airblast Overpressure level of 125 dBL; and</p> <p>(c) these provisions under condition C12 (to increase applicable blast criteria in agreement with the relevant landowners) do not apply where the property is a non-Aboriginal heritage item.</p>	<p>into the NVMP for each stage of the Project. See discussion provided for MCoA B31 (c).</p> <p>There were no submissions made on Stage 2 during construction.</p> <p>Stage 2 completed all blasting activities prior to January 2017 and Stage 1 opened to traffic on 30 November 2015. Blasting on Stage 3 was completed in early 2017.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the Project is available in the most recent Project construction compliance report (September 2015).</p>	<p>Closed on Stage 3 in early 2017.</p>
	<i>Operational Noise Mitigation Review</i>		
C13	<p>Unless otherwise agreed by the Director General, within six months of commencing construction, the Proponent shall, in consultation with the EPA, prepare and submit for the approval of the Director General, a review of the operational noise mitigation measures proposed to be implemented for the project. The review shall:</p> <p>(a) confirm the operational noise predictions of the project based on detailed design. This operational noise assessment shall be based on an appropriately calibrated noise model (which has incorporated additional</p>	<p>Roads and Maritime prepared an operational noise management report to address the requirements of this condition for Stage 2 and submitted it to P&I for approval on 5 November 2013. The Director General subsequently approved the review on 29 January 2014.</p> <p>As detailed in the Staging Report, within six months of the commencement of Stage 3, or as otherwise agreed with P&E, Roads and Maritime was to prepare and</p>	<p>Closed on Stage 2 on 29 January 2014</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>noise monitoring, where necessary for calibration purposes). The assessment shall specifically include verification of noise levels at the Mingaletta Road rest areas, based on additional noise monitoring undertaken at this location;</p> <p>(b) review the suitability of the operational noise mitigation measures identified in the documents listed under condition A1 to achieve the criteria outlined in the Environmental Criteria for Road Traffic Noise (Environment Protection Authority, 1999), based on the operational noise performance of the project predicted under (a) above; and</p> <p>(c) where necessary, investigate additional feasible and reasonable noise mitigation measures to achieve the criteria outlined in the Environmental Criteria for Road Traffic Noise (Environment Protection Authority, 1999).</p>	<p>submit a report that reviews operational noise mitigation for Stage 1 and Stage 3 of the project. On 1 May 2015 Roads and Maritime sought approval to extend the submission of this report to 30 June 2015. The extension request was approved by Director General on 16 June 2015 and required submission of the report on or before 30 June 2015. Roads and Maritime subsequently submitted the report for approval on 22 June 2015. Comments were provided by the department on 7 July 2015. After review of these comments, and a revision of the noise model and report to include the Sancrox Traffic Arrangement Works, Roads and Maritime resubmitted the report to the department on 19 February 2016. The Director General subsequently approved the review on 14 March 2016.</p>	
	Heritage		
C14	This approval does not allow the Proponent to destroy, modify or otherwise physically affect any human remains as part of the project.	Noted.	Open To be closed following opening of the entire project in early 2018.
C14A	The proponent shall not destroy, modify or otherwise physically affect any heritage items outside the approved project footprint, except where this has been approved by the Director General in accordance with condition C28 of this project approval.	Noted.	Open To be closed following opening of the entire project in early 2018.
C15	The Proponent shall not destroy, modify or otherwise physically affect the Maria River bridge (OHK14), unless otherwise agreed by the Director General.	<p>Noted.</p> <p>Compliance with the condition is ongoing throughout Stage 2 of the project.</p> <p>There have been no requests by Roads and Maritime.</p> <p>The Maria River Bridge was damaged in a major bushfire in November 2016. This was reported to DP&E and OEH in emails on 29 November 2016 and 1 December 2016, respectively.</p>	Open To be closed following opening of Stage 2 of the project anticipated to be in September/October 2017.
C16	The measures to protect Aboriginal or historic heritage sites near or adjacent to the project during construction shall be detailed in the Heritage Management Sub-plan required under condition B31.	The requirements of this condition were incorporated into the HMP for each stage of the project. See discussion provided for MCoA B31(e).	Open To be closed following opening of the entire project

CoA no.	Requirement	Status / Reference	Closed (and date)
		Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	in early 2018.
	Sedimentation, Erosion and Water		
C17	Soil and water management measures consistent with <i>Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition</i> (Landcom, 2004) and <i>Managing Urban Stormwater Soils And Construction Vols 2A and 2D Main Road Construction</i> (Department of Environment and Climate Change, 2008) shall be employed during the construction of the project for erosion and sediment control.	The requirements of this condition were incorporated into the SWMPs for each stage of the project. See discussion provided for MCoA B31(d). Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
C18	Where available, and of appropriate chemical and biological quality, the Proponent shall use stormwater, recycled water or other water sources in preference to potable water for construction activities, including concrete mixing and dust control.	The requirements of this condition were incorporated into the SWMPs for each stage of the project. See discussion provided for MCoA B31(d). Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
	Property and Landuse		
	<i>Property Impacts</i>		
C19	The Proponent shall construct the project in a manner that minimises impacts to private properties and other public or private structures (such as dams, fences, utilities, services etc) along the project corridor. In the event that construction of the project results in direct or indirect damage to such property or structure, the Proponent shall arrange and fund repair of the damage to a standard comparable to that in existence prior to the damage occurring, unless otherwise agreed by the relevant property or utility owner.	Noted. Compliance with the requirements of this condition continues across Stage 2 and Stage 3 of the project. Stage 1 opened to traffic on 30 November 2015. Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
C20	The Proponent shall ensure that access to property is maintained during construction unless otherwise agreed with the property owner in advance and that access physically affected by the project is reinstated to at least an equivalent standard, in consultation with the property owner.	The requirements of this condition were incorporated into the TMPs for each stage of the project. See discussion provided for MCoA B31(a). Further detail on the requirements of this condition as it	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Status / Reference	Closed (and date)
		relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	
C21	The Proponent shall, in consultation with relevant property owners, construct the project in a manner that minimises intrusion and disruption to agricultural operations/ activities in surrounding properties (e.g. stock access, access to farm dams etc), unless otherwise agreed by the relevant property owner.	<p>Noted.</p> <p>Compliance with the requirements of this condition continues across Stage 2 and Stage 3 of the project. Stage 1 opened to traffic on 30 November 2015.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
<i>Forestry Impacts</i>			
C22	Where the project traverses the Cairncross, Ballengarra and Maria River state forests, the Proponent shall, in consultation with DPI (Forests), ensure that construction activities do not unduly disrupt existing forestry activities, access for fire fighting and recreation activities during construction, unless otherwise agreed by DPI (Forests).	<p>Compliance with the condition where relevant is ongoing throughout Stage 2 and Stage 3 of the project.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	Traffic Impacts		
C23	The roads likely to be used by the project's heavy construction vehicles shall be identified in the Traffic Management Sub-plan required under condition B31(a). Road dilapidation reports shall be prepared for local roads likely to be used by the project's construction traffic, and a copy of the report(s) shall be provided to the relevant council, prior to use by the project's heavy construction vehicles. Any damage resulting from the use of the identified local roads by the project's heavy construction vehicles, aside from that resulting from normal wear and tear, shall be repaired at the cost of the Proponent, unless otherwise agreed by the relevant council.	<p>The requirements of this condition were incorporated into the TMP for all stages of the project. See discussion provided for MCoA B31(a).</p> <p>Road dilapidation reports were not required within the Stage 1 scope of works. All traffic movements for Stage 1 are on roads that will be upgraded throughout the course of the Project by either the Stage 1 or Stage 3 contractor.</p> <p>Dilapidation assessments of local roads used by the Stage 2 and Stage 3 contractors have been undertaken prior to the commencement of construction with extensive involvement from Kempsey and Port Macquarie Hastings councils, respectively. The reports have been finalised and issued. Agreements to repair damage due to construction traffic have been documented in regular meeting minutes and will be formalised in the final dilapidation reports.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018</p>
	Waste Management		
C24	The Proponent shall not cause, permit or allow waste generated outside the site to be received at the site for storage, treatment, processing, reprocessing, or disposal on the site, except as expressly permitted by a licence under the Protection of the Environment Operations Act 1997, if such a licence is required in relation to that waste.	<p>The requirements of this condition were incorporated into a Construction Waste and Energy Management Sub-plan prepared as part of the CEMP for each stage of the project. See discussion provided for MCoA B30.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018</p>
C25	The Proponent shall maximise the reuse and/or recycling of waste materials generated on site as far as practicable, to minimise the need for treatment or disposal of those materials off site.	The requirements of this condition have been incorporated into a Construction Waste and Energy Management Sub-plan prepared as part of the CEMP for each stage of the project. See discussion provided	<p>Open</p> <p>To be closed following opening of the entire project in early 2018</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
		for MCoA B30. Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	
C26	The Proponent shall ensure that liquid and/or non-liquid waste generated on the site is assessed and classified in accordance with <i>Waste Classification Guidelines</i> (Department of Environment and Climate Change, 2008) and where removed from the site is directed to a waste management facility lawfully permitted to accept the materials.	The requirements of this condition were incorporated into a Construction Waste and Energy Management Sub-plan prepared as part of the CEMP for each stage of the project. See discussion provided for MCoA B30. Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
Hazards and Risks			
C27	The Proponent shall store and handle dangerous goods, as defined by the Australian Dangerous Goods Code, strictly in accordance with: (a) relevant Australian Standards; (b) for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and (c) the <i>Environment Protection Manual for Authorised Officers: Bunding and Spill Management</i> , Technical Bulletin (Environment Protection Authority, 1997). In the event of an inconsistency between the requirements listed from (a) to (c) above, the most stringent requirement shall prevail to the extent of the inconsistency.	The requirements of this condition were incorporated into a Construction Waste and Energy Management Sub-plan prepared as part of the CEMP for each stage of the project. See discussion provided for MCoA B30. Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
Ancillary Facilities			
C28	Unless otherwise approved by the Director General in accordance with this condition, the sites for ancillary facilities (except stockpiles) associated with the construction of the project shall: (a) be located more than 50 metres from a waterway; (b) have ready access to the road network or direct access to the construction corridor; (c) be located in areas of low ecological significance and require minimal clearing of native vegetation (not beyond that already required by the project);	The requirements of this condition were incorporated into the CEMPs prepared for each stage of construction. See discussion provided for MCoA B30. On 22 April 2016, Roads and Maritime's Stage 2 construction partner sought approval for a change to the DP&E approved ancillary facility on Kundabung Road. This involved a change to the access location for heavy vehicles and was approved by DP&E on 26 April 2016.	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>(d) be located on relatively level land;</p> <p>(e) be separated from the nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant);</p> <p>(f) not unreasonably affect the land use of adjacent properties;</p> <p>(g) be above the 20 ARI flood level unless a contingency plan to manage flooding is prepared and implemented;</p> <p>(h) provide sufficient area for the storage of raw materials to minimise, to the greatest extent practical, the number of deliveries required outside standard construction hours; and</p> <p>(i) be located in areas of low heritage conservation significance (including identified Aboriginal cultural value) and not impact on heritage sites beyond those already impacted by the project.</p> <p>Ancillary sites identified that do not meet the above criteria shall be assessed against this criteria to demonstrate how any impacts can be mitigated and managed to acceptable standards (including demonstrating consistency with project impacts identified in the documents listed under condition A1, to the satisfaction of the Director General. Such assessment(s) can be submitted separately or as part of the Construction Environmental Management Plan required under condition B30.</p>	<p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	
C28A	<p>The proponent may request to establish and operate an ancillary facility prior to commencement of construction under condition C28. Where establishment and operation of an ancillary facility prior to commencement of construction is proposed, the proponent shall demonstrate that establishment and operation of that ancillary facility prior to commencement of construction complies with all relevant conditions of approval, to the satisfaction of the Director General.</p>	<p>Noted.</p> <p>There were no requests for approval sought on Stage 2.</p> <p>Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Closed November 2014.</p>
C29	<p>The Director General's approval is not required for minor ancillary facilities (e.g. lunch sheds, office sheds, and portable toilet facilities) that do not comply with the criteria set out in condition C28 of this approval and which:</p> <p>(a) are located within an active construction zone within the approved project footprint; and</p> <p>(b) have been assessed by the Environmental Representative to have:</p> <p>(i) minimal amenity impacts to surrounding residences, with consideration to matters such as noise and vibration impacts, traffic and access impacts, dust and odour impacts, and visual (including</p>	<p>Noted.</p> <p>There were three facilities Stage 2 deemed to have minimal environmental impact and endorsed by the Environmental Representative during construction. These endorsements occurred during the following reporting periods:</p> <ul style="list-style-type: none"> • 22 January 2015 to 21 July 2015 • 22 July 2015 to 21 January 2016 • 22 July 2016 to January 2017. 	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

CoA no.	Requirement	Status / Reference	Closed (and date)
	light spill) impacts, and (ii) minimal environmental impact in respect to waste management, and no impacts on flora and fauna, soil and water, and heritage beyond those approved for the project; and (c) have environmental and amenity impacts that can be managed through the implementation of environmental measures detailed in a Construction Environment Management Plan for the project.	Further detail on the requirements of this condition as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	
	Part D – Prior to operation		
	Operational Environmental Management System		
D1	Prior to the commencement of operation, the Proponent shall incorporate the project into its existing environmental management systems.	Ongoing operational requirements, subject to this approval, will be incorporated into the Roads and Maritime operational management system.	Open To be closed following opening of the entire project in early 2018.
	Part E – During operation		
	Operational Noise		
E1	Within 12 months of the commencement of operation of the project, or as otherwise agreed by the Director General, the Proponent shall undertake operational noise monitoring to compare actual noise performance of the project against noise performance predicted in the review of noise mitigation measures required by condition C13, and prepare an Operational Noise Report to document this monitoring. The Report shall include, but not necessarily be limited to: (a) noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under condition C13 and documents specified under condition A1 of this approval; (b) a review of the operational noise levels in terms of criteria and noise goals established in the Environmental Criteria for Road Traffic Noise (Environment Protection Authority, 1999); (c) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which project noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers; (d) details of any complaints and enquiries received in relation to operational noise generated by the project between the date of commencement of	Noted. As detailed in the Staging Report, within 12 months of the commencement of operation on Stage 2 and Stage 3 (including both Stage 3a and 3b), or as otherwise agreed, Roads and Maritime will undertake operational noise monitoring, and prepare and submit a report addressing the requirements of this condition. Note, Stage 2 will operate at a reduced speed limited (ie 100 kilometres per hour) until opening of the entire project. Operational noise monitoring therefore would not take place until the design speed limit is in place (ie 110 kilometres per hour). Also, due to the geographical relationship between Stage 1 and Stage 3, one operational noise report would be prepared to cover both stages. The report would be prepared and submitted within 60 days of completion of the operation noise monitoring as prescribed by this condition.	Open To be closed approximately 12 months following opening of the entire project, which is expected in early 2018.

CoA no.	Requirement	Status / Reference	Closed (and date)
	<p>operation and the date the report was prepared;</p> <p>(e) any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions;</p> <p>(f) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of all feasible and reasonable mitigation measures; and</p> <p>(g) identification of additional feasible and reasonable measures to those identified in the review of noise mitigation measures required by condition C13, that would be implemented with the objective of meeting the criteria outlined in the Environmental Criteria for Road Traffic Noise (Environment Protection Authority, 1999), when these measures would be implemented and how their effectiveness would be measured and reported to the Director General and the EPA.</p> <p>The Proponent shall provide the Director General and the EPA with a copy of the Operational Noise Report within 60 days of completing the operational noise monitoring referred to in (a) above or as otherwise agreed by the Director General.</p>		

Appendix B

SoC Compliance Table

Table 2 - Revised statement of commitments (March 2011)

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
	Environmental Management			
EM1	The head contractor for the Proposal will have an environmental management system.	Construction	McConnell Dowell & OHL Joint Venture were appointed the Roads and Maritime construction partner for Stage 2. McConnell Dowell & OHL Joint Venture has an environmental management system in place that fulfills the requirements of ISO 14001. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
EM2	Suitable qualified and experienced personnel will develop and implement project-specific environmental management plans and procedures. The environmental management plans and procedures will incorporate management measures identified in the environmental assessment.	Construction	A CEMP and associated sub-plans were developed to address the requirements of this commitment on Stage 2 of the project. See response provided in Table 1 / MCoA B30. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
EM3	A construction resource plan will be developed to ensure there are adequate resources to undertake the proposed works according to programme.	Pre-construction	Roads and Maritime has developed an overarching resource plan for the Pacific Highway and one specifically for the Oxley Highway to Kempsey Upgrade project. Specific measures and/or considerations that form part of these plans, and others developed by Roads and Maritime's construction partners that would otherwise be included in a project specific construction resource plan, have been incorporated into various other construction related documentation including: construction programs, earthworks plans, quality management system and plans, and the CEMPs.	Open To be closed following opening of the entire project in early 2018.
EM4	The head contractor will implement a construction environmental management plan.	Construction	A CEMP and associated sub-plans were developed for Stage 2 of the project for implementation to address the requirements of this condition. See response provided in Table 1 / MCoA B30.	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
			Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	project in early 2018.
	Community consultation			
CC1	The community will be provided with regular project updates, given prior notice of project activities and provided contact details for enquiries. Where required, affected individuals or groups will be consulted directly and provided with targeted notifications (eg watercourse users and noise affected residences).	Construction	Roads and Maritime and its construction partner for Stage 2 of the project (McConnell Dowell & OHL Joint Venture) developed a Community Liaison Management Plan to outline, among other things, how the requirements of this commitment will be addressed. See response provided in Table 1 / MCoA B26. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
CC2	The community will be able to make complaints using the project's 24-hour toll free complaints number or the project web page. The number will be publicised and the project-specific web page will include directions on how to register a complaint. All complaints will be acknowledged within a specified timeframe, recorded and tracked until resolved.	Construction	Refer above to CC1. A toll free 24-hour complaint number has been publicised on the Project webpage.	Open To be closed following opening of the entire project in early 2018.
CC3	A community consultation plan will be implemented.	Construction	Refer above to CC1.	Open To be closed following opening of the entire project in early 2018.
CC4	Consultation will take place between the RTA and Forests NSW and all other necessary agencies to agree management principles for Crown land.	Construction	Noted. There is no known crown land adjacent to the project. If circumstances were to change, the requirements of this commitment would be met by Roads and Maritime.	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
Land use and property				
LP1	All property acquisitions will be negotiated in accordance with the RTA Land Acquisitions, Policy Statement and compensation will be assessed under the provisions of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> .	Pre-construction	All property acquisitions associated with Stage 2 of the project have been undertaken in accordance with the requirements of this commitment. No further acquisitions are required.	Closed
LP2	Where alternative access arrangements are not feasible or practical and a property is left with no access to a public road, negotiations will be undertaken with the relevant property owners for the acquisition of the property in accordance with the provisions of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> .	Pre-construction and Construction	All property acquisitions associated with Stage 2 of the project have been undertaken in accordance with the requirements of this commitment. No further acquisitions are required.	Closed
LP3	Forests NSW will have access to areas of state forest land identified for acquisition to remove any harvestable timber within the footprint of the Proposal.	Pre-construction and Construction	Harvestable timber was set aside during the clearing operation and has since been provided to Forest NSW. All planned clearing on the project has been completed.	Closed
LP4	Where a licensed bore, dam or other property water supply is adversely affected the RTA will investigate an alternative source of water or negotiate compensation with the property owner.	Pre-construction and Construction	A number of private bores and one spring fed dam may be affected during construction of Stage 2 of the project. Monitoring and/or mitigation of any impacts at these locations has been, and continues to be, conducted in accordance with the approved Water Quality Monitoring Program.	Open To be closed following opening of the entire project in early 2018.
Socio-economic				
SE1	On-going consultation with potentially affected community and businesses will occur prior to and during construction to address concerns and issues and to identify any adaptive management requirements where feasible and reasonable.	Pre-construction and Construction	Roads and Maritime and its construction partner for Stage 2 of the project (McConnell Dowell & OHL Joint Venture) developed a Community Liaison Management Plan to outline, among other things, how the requirements of this condition will be addressed. Refer to response provided in Table 1 / MCoA B26. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
SE2	Adequate signage will be implemented during construction and operation to ensure businesses and their patrons are aware of new access routes and/or potential disruptions.	Pre-construction / Construction / Operation	<p>Roads and Maritime and its construction partner for Stage 2 of the project (McConnell Dowell & OHL Joint Venture) developed a Traffic Management Sub-Plan with a process to ensure the requirements of this condition are fulfilled.</p> <p>Refer to response provided in Table 1 / MCoA B31.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p> <p>A directional signage plan has also been prepared for the project and was open to public consultation toward the end of 2016. Key features final signage layout include:</p> <ul style="list-style-type: none"> • Directional signs for Tourist Drive 10 at the Blackmans Points Road interchange • Directional signs for Tourist Drives 12 at the South Kempsey interchange • Directional signage for local towns and destinations at the Oxley Highway, Sancrox, Blackmans Points Road, Haydons Wharf Road, Kundabung and South Kempsey interchanges • New local roads that are being built as part of the upgrade to provide access for residents living alongside the existing Pacific Highway. The respective local councils have provided the names for these local roads. <p>The directional signage plan is being implemented and will be finalised at, or shortly following, opening of the project to traffic.</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
SE3	Occupation and use of compounds and work sites will minimise disturbance to adjacent residents by managing, and minimising where possible: the movement of vehicles, particularly outside of standard working hours; providing temporary noise attenuation (eg, shielding) if practicable; and providing screening to minimise visual intrusion.	Construction	<p>A CEMP that incorporates a Construction Traffic Management Sub-plan (TMP) was prepared for Stage 2 of the project to address the relevant requirements of this commitment.</p> <p>An assessment of the main site compound was included in Appendix A4 of the CEMP. This</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
			<p>assessment identifies that the main site compound has ready access to the road network and/or the construction corridor.</p> <p>Refer to response provided in Table 1 / B30.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	
SE4	Traffic management procedures to minimise disruption.	Construction	See comment above for SE3.	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
SE5	Adopt a construction environmental management plan to minimise amenity impact.	Construction	<p>The CEMP and Urban Design and Landscape Management Plan developed for Stage 2 of the project contains a number of measures to minimise amenity impacts during construction.</p> <p>Refer to response in Table 1 / B20 and B30.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
SE6	Management of acid sulfate soils to minimise impacts on priority oyster aquaculture areas.	Construction	<p>A Construction Soil and Water Management Plan (SWMP) to address the requirements of this commitment was prepared in consultation with OEH, DPI (Fishing and Aquaculture) and NOW for Stage 2 of the project.</p> <p>Refer to response provided in Table 1 / B31(d).</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	Not relevant to Stage 2.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
	Surface and groundwater			
SGW1	Bunded areas will be used for storage of oils, chemicals, toxic substances and combustible liquids, and for potentially hazardous and contaminating activities (eg washing construction vehicles, plant and equipment, handling and pouring hazardous materials and liquids etc).	Construction	<p>A CEMP and associated sub-plan (eg SWMP) for Stage 2 of the project was prepared in consultation with the EPA, DPI (Fishing and Aquaculture) and NOW to address the requirements of this commitment.</p> <p>Refer to response in Table 1 / MCoA B31(d).</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
SGW 2	Spills will be contained immediately and will be stored in bunded areas until disposal. Spills will be disposed of at a facility that is licensed to receive the waste, or may be disposed of after appropriate treatment.	Construction	<p>Roads and Maritime developed an environmental incident classification and reporting procedure that has been adopted by its construction partner (McConnell Dowell & OHL Joint Venture) for Stage 2 of the project to address the requirements of this commitment. The procedure can be found at Appendix A7 of the CEMP. Spills that have occurred during Stage 2 of the project were contained and disposed of to a licensed waste facility.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
SGW 3	Water quality will be monitored upstream and downstream of the Proposal site during construction to determine the effectiveness of mitigation strategies. The monitoring program will be developed in consultation with DECCW.	Construction	<p>Roads and Maritime have developed a Water Quality Monitoring Program in consultation with OEH and NOW to address the requirements of this commitment. The program was provided to the P&I for approval on 11 February 2014. The P&I subsequently approved the program on 5 March 2014. The WQMP has been implemented throughout construction on Stage 2 and results reported for pre-construction and six monthly construction monitoring periods since 22 July 2014.</p>	<p>Open</p> <p>Will be closed following a period of up to three years after opening of the project in its entirety.</p>
SGW 4	Specific work method statements for in-stream works will be developed and implemented in consultation with relevant	Construction	See comment above for SGW1.	<p>Open</p> <p>To be closed following</p>

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
	government agencies.			opening of the entire project in early 2018.
SGW 5	Sediment and erosion control measures will be implemented during the construction and the post construction rehabilitation process.	Construction	See comment above for SGW1.	Open To be closed following opening of the entire project in early 2018.
SGW 6	The potential for changes in the groundwater table will be further investigated before any major earthworks (defined as a cut or fill with a depth or height exceeding five metres) are undertaken. Where a potential for change is identified, the significance of the change and any resultant impacts will be determined. Where necessary, measures to manage the changes will be designed and implemented.	Pre-construction	Roads and Maritime developed a Water Quality Monitoring Program in consultation with OEH and NOW to document and address the requirements of this commitment. The report was provided to the P&I for approval on 11 February 2014. The P&I subsequently approved the program on 5 March 2014.	Open Will be closed following a period of up to three years after opening of the project in its entirety.
SGW 7	Areas of potential acid sulfate soils and actual acid sulfate soils will be confirmed and managed in accordance with standard environmental management measures.	Construction	See comment above for SGW1. The SWMP contains a Construction Acid Sulfate Management Sub-Plan that outlines how the requirements of this commitment will be addressed.	Open To be closed following opening of the entire project in early 2018.
SGW 8	Design to be sensitive to stream morphology, reduce scour and minimise impacts to vegetation.	Pre-construction and Construction	A SWMP for Stage 2 of the Project was prepared in consultation with the EPA, DPI (Fishing and Aquaculture) and NOW to address the requirements of this commitment. All in-stream works on Stage 2 have now been completed. Refer to response in Table 1 / MCoA B31(d). Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Closed
SGW 9	The detailed design of minor waterway crossing structures will be refined during detailed design to maximise hydraulic performance.	Pre-construction and Construction	Roads and Maritime completed the detailed design for Stage 2 of the project. The design incorporates the requirements of this commitment. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Closed.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
SGW 10	Measures to mitigate potential impacts on local geomorphology will be investigated during detailed design.	Pre-construction and Construction	Roads and Maritime completed the detailed design for Stage 2 of the project. The design incorporates the requirements of this commitment. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Closed.
SGW 11	A water management plan will be developed to ensure water resources are used in the most efficient manner with a focus on achieving water savings and targeting water recycling and re-use.	Construction	See comment above for SGW1.	Open To be closed following opening of the entire project in early 2018.
Flora and fauna				
F1	Detailed design will minimise the area of native vegetation and habitat to be cleared wherever reasonable and feasible.	Pre-construction and Construction	Roads and Maritime completed the detailed design for Stage 2 of the project and have taken into consideration the requirements of this commitment. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Closed.
F2	The limits of clearing and other native vegetation disturbance will be clearly marked on relevant work plans and on site with temporary fencing installed prior to clearing.	Pre-construction and Construction	A FFMP was prepared for Stage 2 of the project in consultation with the EPA. The plan outlines how the requirements of this commitment will be addressed. Limits of clearing are marked on the Boundary and Fauna Fencing design drawings. Limits of clearing were marked prior to vegetation clearing activities commencing using Type 4 fencing in Guide 2 of the Biodiversity Guidelines (with the use of flagging instead of helicopter tape for greater visibility). All planned clearing on Stage 2 and Stage 3 has now been completed and controls to show the limits of clearing are in the process of being removed. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Closed

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
F3	Rehabilitation and revegetation will be undertaken in stages and as early as practicable to restore and enhance habitat opportunities.	Construction	<p>A FFMP and SWMP have been prepared for the Stage 2 of the project in consultation with the EPA, and DPI (Fishing). The plans outline how the requirements of this commitment will be addressed.</p> <p>Revegetation / rehabilitation of disturbed areas is well advanced across the project and will be ongoing until construction completion.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
F4	Habitat features and resources for native fauna (such as hollow-bearing trees, hollow logs, nest boxes and bush rocks) impacted by the Proposal will be relocated where feasible and reasonable. Such relocation will be undertaken in a manner to limit damage to existing vegetation and will not occur in high condition remnant vegetation.	Construction	<p>A FFMP was prepared for Stage 2 of the project in consultation with the EPA. The plan outlines how the requirements of this commitment will be addressed.</p> <p>Throughout construction, construction compliance reports prepared at six-monthly intervals (refer sections 3 and 4.1 of those reports) provided detail on the project's response to flora and fauna impacts eg status of nest box installation, relocation of habitat features such as logs and rocks.</p> <p>In addition, Roads and Maritime prepared a Nest Box Plan to further address the requirements of this commitment and submitted to the P&I for approval on 30 July 2013. P&I subsequently approved the plan on 14 October 2013.</p> <p>The installation of outstanding nest boxes on Stage 2 and Stage 3 are being installed as part of winter monitoring in August 2017. The installation includes the balance of those habitat features identified in the Nest Box Strategy and those damaged or destroyed during the severe bushfires in November 2016.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed in August 2017.</p>
F5	Native and locally indigenous plants will be used in the landscaping	Construction	A FFMP and Urban Design and Landscape Plan	Open

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
	and disturbed areas will be progressively revegetated.		(UDLP) were prepared for Stage 2 of the project in consultation with the EPA. The plans outline how the requirements of this commitment will be addressed. Native and locally indigenous plants representative of extant vegetation have been selected for revegetation to address Objective 2 of the Urban Design and Landscape Plan. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	To be closed following opening of the entire project in early 2018.
F6	Watercourse crossings will be designed to facilitate fish passage where appropriate and in consultation with relevant government agencies.	Pre-construction and Construction	Waterway crossings associated with the project have been design with reference to the NSW Department of Primary Industries, <i>Why Do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings</i> , 2003 and in consultation with the DP&I (Fishing and Aquaculture) to fulfill the requirements of this commitment. All temporary waterway crossings on the project were removed by July 2017.	Closed
F7	Water quality control measures will be installed as early as possible in the construction program and will be designed / selected to meet identified receiving water objectives.	Construction	A Construction Soil and Water Management Sub-plan (SWMP) was prepared for Stage 2 of the project in consultation with the EPA, DPI (Fishing) and NOW to address the requirements of this commitment. The requirements were implemented on Stage 2. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
F8	A weed management strategy would be developed as part of the construction environmental management plan.	Pre-construction and Construction	A FFMP was prepared for Stage 2 of the project in consultation with the EPA. This plan includes a Weed Management Strategy to address the requirements of this commitment. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
			available in the most recent project construction compliance report (September 2017).	
F9	Threatened plants in proximity to the Proposal that are to be retained will be identified by pre construction surveys and protected during construction through exclusion fencing and education of construction workers through the site induction process.	Pre-construction and Construction	A FFMP was prepared for Stage 2 of the project in consultation with the EPA. This plan includes measures, including clearing protocols, to address the requirements of this commitment. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Not applicable to Stage 2.
F10	The feasibility of relocating individuals of threatened species to suitable habitat will be investigated.	Pre-construction and Construction	A FFMP was prepared for Stage 2 of the project in consultation with the EPA to address the requirements of this commitment. One threatened plant species (<i>Maundia triglochinosoides</i>) was identified as being directly affected. However, this impact was confirmed only to be the case on Stage 3. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Not applicable to Stage 2.
F11	Consideration would be given to constructing artificial frog ponds if appropriate.	Pre-construction and Construction	A FFMP was prepared for Stage 2 of the project in consultation with the EPA to address the requirements of this commitment. Three lots of five frog ponds have been construction on Stage 2 and are located at Chainage 30660 (west) and Chainage 33650 (east and west). These ponds were completed in March 2016 and December 2015, respectively. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Closed for Stage 2 in March 2016.
F12	A suitably qualified ecologist will undertake preclearance surveys. Searches will include nests and large hollow-bearing trees and target habitats of hollow-dwelling species, koalas and frogs. Fauna	Pre-construction and	A FFMP was prepared for Stage 2 of the project in consultation with the EPA. The plan outlines how the requirements of this commitment were to be	Closed for Stage 2 in August 2017 (when all clearing across the project

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
	species found in pre-clearance surveys will be relocated to suitable habitat as close as possible to the area in which they were found.	Construction	<p>addressed.</p> <p>The Project Ecologist on Stage 2 undertook pre-clearing surveys no less than 24 hours prior to clearing commencing in each area. These surveys consisted of a visual search for bird nests in all stratum, roosting nocturnal birds or fauna (eg Koalas), and fauna under decorticated bark; and targeted survey for terrestrial fauna such as reptiles and frogs within coarse woody debris and leaf litter via raking and turning over logs and debris.</p> <p>Further detail on fauna relocations undertaken during pre-clearing surveys has been provided in sections 3 and 4.1 of construction compliance reports. These reports have been prepared at six-monthly intervals commencing on 22 July 2014.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	was completed).
F13	Where feasible and reasonable, removal of frog habitat along drainage lines will not be undertaken during periods of wet weather.	Pre-construction and Construction	<p>A FFMP was prepared for Stage 2 of the project in consultation with the EPA to address the requirements of this commitment.</p> <p>All clearing of frog habitat on the project has been completed</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	Closed
F14	The construction contractor will maintain contact details for local DECCW officers, WIRES and/or other relevant local wildlife carer groups.	Pre-construction and Construction	<p>Contact details for local OEH officers, WIRES and/or other relevant local carer groups were included in the Stage 2 FFMP.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
F15	Surveys will be undertaken for threatened bat species by a suitably	Pre-	Roads and Maritime developed a micro-bat strategy	Closed September 2014.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
	qualified ecologist to identify any roosting bats prior to the demolition of the existing highway bridges. Any bats will be moved and relocated following consultation with DECCW.	construction and Construction	in consultation with OEH to address the requirements of this commitment. The micro-bat strategy forms an important component of the FFMP prepared for Stage 3 of the project. See further detail at Table 1 / MCoA B31(b)(vi) This activity was completed across the project in September 2014.	
F16	Development of a nest box strategy will be undertaken.	Pre-construction	Roads and Maritime prepared a Nest Box Plan to address the requirements of this commitment and submitted it to the P&I for approval on 30 July 2013. P&I subsequently approved the plan on 14 October 2013. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Closed 14 October 2013.
F17	Culverts and bridges identified in the Environmental Assessment as having a potential role in fauna crossing will be designed to facilitate fauna movements where feasible and reasonable.	Pre-construction	Detailed design of fauna and waterway crossings has been completed for the project. Roads and Maritime wrote to the P&I on 26 July 2013 regarding Stage 2 advising that there were changes to the final design of some fauna crossing locations and dimensions compared to that presented in Table 6-2 of Appendix B of the document listed under MCoA A1(d). A report prepared in consultation with DPI (Fishing and Aquaculture) and EPA outlining those changes, among other things, was provided at the same time and approval for those changes sought. The P&I approved the changes in correspondence provided to Roads and Maritime on 25 September 2013. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Closed 25 September 2013 on Stage 2.
F18	The feasibility of widening the median will be further investigated in consultation with DECCW during the detailed design.	Pre-construction and	Roads and Maritime prepared an Oxley Highway to Kempsey Widened Median Assessment and provided it to P&I for approval on 19 September	Closed 11 April 2014 on Stage 2.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
		Construction	<p>2013. The department reviewed the assessment and indicated that they had no objections to the conclusions drawn by the assessment, but noted that further matters needed to be addressed to fully satisfy conditions B4 and B5.</p> <p>Roads and Maritime subsequently prepared an Oxley Highway to Kempsey Widened Median Assessment Supplementary Report and provided it to P&I for approval on 11 February 2014.</p> <p>Following a review, the department advised that the original and supplementary assessments satisfied both conditions B4 and B5 with respect to Stage 2 of the project.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	
F19	Fauna exclusion fencing (eg floppy-top fencing) will be erected along the Proposal at appropriate locations to direct fauna movement towards fauna crossing structures.	Pre-construction and Construction	<p>Detailed design has been completed for the project and includes the provision of about 50 kilometres of fauna exclusion fencing (eg floppy top fencing, frog fencing) consistent with the requirements of this commitment. More than 28 kilometres of fencing include stock proof and fauna fence has been installed on Stage 2 to date.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	Open To be closed for Stage 2 prior to the commencement of operation in September/October 2017.
F20	An agreement will be developed in negotiation with Department of Planning and in consultation with DECCW for habitat offsets.	Pre-construction and Construction	<p>Roads and Maritime have developed a Biodiversity Offset Strategy to address the requirements of this commitment in consultation with OEH and DPI (Fishing). The report was provided to the P&I for approval on 31 October 2013. The P&I subsequently approved the strategy on 27 January 2014.</p> <p>In a letter dated 9 June 2016, Roads and Maritime submitted an updated Biodiversity Offset Strategy for approval to change the like-for-like requirement, and</p>	Closed 4 July 2016.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
			allow the utilisation of the Collombatti- Clybucca floodplain. The DP&E approved the updated strategy on 4 July 2016.	
F21	A monitoring program will be developed to allow the effectiveness of mitigation and offset measures to be assessed and allow for their modification if necessary. The program will be for a minimum of 12 months after construction completion.	Construction and Operation	Roads and Maritime have developed an Ecological Monitoring Program to address the requirements of this commitment in consultation with OEH and DPI (Fishing). The report was provided to the P&I for approval on 4 December 2013. The P&I subsequently approved the program on 29 January 2014. On 22 April 2016 Roads and Maritime submitted an updated Ecological Monitoring Program for approval. An approval for the update Ecological Monitoring Program was issued on 6 December 2016 subject to provision of a final version of the report, which was provided on 8 December 2016. It should be noted that the Department of Environment and Energy also approved the updated plan on 15 November 2016.	Open To be closed five years after opening of entire project in early 2018 (ie anticipated to be mid 2022).
Noise and vibration – construction noise				
CN1	All feasible and reasonable mitigation and management measures to minimise construction noise and vibration at sensitive receivers will be investigated. Noise and vibration will be monitored to measure against predicted levels. Where required, feasible and reasonable mitigation measures will be implemented.	Construction	A NVMP was prepared for Stage 2 of the project in consultation with the EPA to address the relevant requirements of this commitment. Refer to detail provided in Table 1 / B31(c). Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
CN2	All reasonable attempts will be made to contact sensitive receivers that will be affected by blasting at least 48 hours prior. Blasting will normally be limited to between 9am and 5pm Monday to Friday and between 9am and 1pm Saturday. No blasting will take place outside these hours without approval from Department of Planning and following consultation with and/or notification of local residents and DECCW.	Construction	See comment above for CN1.	Close Blasting completed on Stage 2 prior to January 2017.
CN3	Construction will normally be limited to the following hours:	Construction	See comment above for CN1.	Open To be closed following

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
	<ul style="list-style-type: none"> Between 6am and 6pm Monday to Friday. Between 7am and 4pm Saturday. <p>There would be no works outside these hours, or on Sundays or public holidays, except:</p> <p>(a) For works that do not cause construction noise to be audible at any sensitive receivers.</p> <p>(b) For the delivery of materials required outside these hours by the Police or other authorities for safety reasons.</p> <p>(c) Where work is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm.</p> <p>(d) For any other work as agreed through negotiations between the RTA and potentially affected sensitive receivers. Any such agreement must be recorded in writing and a copy kept on site for the duration of the works.</p> <p>(e) Where the work is identified in the construction noise and vibration management plan and approved as part of the construction environmental management plan.</p> <p>(f) As otherwise agreed by the DECCW. Local residents and the DECCW will be informed of the timing and duration of work approved under items (d) and (e) at least 48 hours before that work commences. Hours of work will be addressed in the construction noise and vibration management plan, which will be finalised in consultation with the Department of Planning and the DECCW.</p>			opening of the entire project in early 2018.
	Noise and vibration – operational noise			
ON1	Where required, reasonable and feasible noise and vibration management measures will be further developed and implemented during detailed design in consultation with relevant property owners.	Construction	Roads and Maritime prepared an operational noise management report to address the requirements of this commitment for Stage 2 and submitted it to P&I for approval on 5 November 2013. The Director General subsequently approved the plan on 29 January 2014.	Closed 29 January 2014.
ON2	Operational noise will be monitored within one year after construction is finished. If monitoring indicates a clear trend that traffic noise levels exceed those predicted, all further feasible and reasonable measure will be investigated. Any additional mitigation measures will be developed in consultation with a suitably qualified	Operation	Noted. As detailed in the Staging Report, within 12 months of the commencement of operation on Stage 2 and Stage 3 (including both Stage 3a and 3b), or as	Open To be closed approximately 12 months following opening of the

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
	and experienced acoustic specialist and the affected property owner.		<p>otherwise agreed, Roads and Maritime will undertake operational noise monitoring, and prepare and submit a report addressing the requirements of this condition.</p> <p>Note, Stage 2 will operate at a reduced speed limited (ie 100 kilometres per hour) until opening of the entire project. Operational noise monitoring therefore would not take place until the design speed limit is in place (ie 110 kilometres per hour).</p> <p>Also, due to the geographical relationship between Stage 1 and Stage 3, one operational noise report would be prepared to cover both stages. The report would be prepared and submitted within 60 days of completion of the operation noise monitoring as prescribed by this condition.</p>	entire project, which is expected in early 2018.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
	Visual amenity and design			
VAD1	A detailed urban and landscape design plan would be developed during the detailed design phase. The detailed design and implementation of built elements (such as new carriageways, bridges and roadside furniture) and landscapes, and the mitigation of residual impacts will be undertaken in accordance with the visual and design objectives and principles of the Proposal.	Construction	<p>An urban design and landscape plan was developed for Stage 2 of the project and approved by P&E.</p> <p>On 29 April 2014 Roads and Maritime submitted a request for a six month extension for submission of the Stage 2 plan to the Director General for approval. The request was approved on 20 June 2014 and required the plan to be submitted for approval on or before 1 December 2014. P&I also advised that in the absence of submission, progress on development of the plan must be provided to the P&I by 1 September 2014. An update to the department was subsequently provided on 28 August 2014. The final plan was provided to P&E on 27 November 2014. Following minor revisions in response to further comments, the plan was subsequently approved on 18 February 2015.</p> <p>The plan addressed this and other visual amenity and design commitments.</p> <p>Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).</p>	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
VAD2	Built elements will be robust, long-lasting, replaceable and easy to maintain materials and designs.	Construction	See comment above for VAD1.	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
VAD3	The schedule of species to be used in the landscaping treatments will include self-sustaining native and locally indigenous plants that will be selected in consultation with a qualified landscape officer.	Construction	See comment above for VAD1.	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>
VAD4	Disturbed areas will be progressively revegetated with consideration to related controls such as erosion and sedimentation controls, drainage and future road user safety requirements.	Construction	See comment above for VAD1.	<p>Open</p> <p>To be closed following opening of the entire project in early 2018.</p>

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
VAD5	Design criteria will be applied during detailed design to reduce any potential adverse visual impacts to the existing landscape character and visual amenity.	Pre-construction and operation	See comment above for VAD1.	Open To be closed following opening of the entire project in early 2018.
VAD6	Landscaped or rehabilitated areas will be monitored and maintained for a minimum of two years after opening.	Construction and Operation	An Ecological Monitoring Program in response to MCoA B10 has been prepared to address the requirements of this commitment. Also see comment above for VAD1.	Open To be closed two years after opening of the entire project, which is anticipated in early 2018.
Traffic and transport				
T1	Pre-construction dilapidation reports will be prepared for all non-arterial roads likely to be used by construction traffic. Copies of the reports will be provided to the relevant roads authority.	Pre-construction	The requirements of this commitment were incorporated into the TMP for Stage 2 of the project. See discussion provided for MCoA B31(a). Dilapidation assessments of local roads used by the Stage 2 contractor have been undertaken prior to the commencement of construction with extensive involvement from Kempsey and Port Macquarie Hastings councils, respectively. The reports been finalised and issued. Agreements to repair damage due to construction traffic have been documented in regular meeting minutes and will be formalised in the final dilapidation reports. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Closed
T2	Post-construction dilapidation reports will be prepared for the roads assessed in T1 above. Copies of the reports will be provided to the relevant roads authority. Any damage resulting from construction, (not normal wear and tear), will be repaired or an alternative arrangement for road damage will be agreed with the relevant roads authority.	Operation	See comment above for T1.	Open To be closed following opening of the entire project in early 2018.
T3	Construction vehicle movements, work programs and traffic control measures will be planned to avoid or minimise impacts on traffic through the implementation of all feasible and reasonable design,	Construction	See comment above for T1.	Open To be closed following opening of the entire

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
	and mitigation and management measures.			project in early 2018.
T4	The centre spans of the bridges over the Hastings River and the Wilson River will be no lower in height than the existing bridges to ensure navigational clearance is maintained.	Pre-construction	The requirements of this commitment are not relevant to Stage 2 of the Project. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Not applicable to Stage 2.
T5	Consultation with those residents whose access will be affected during construction will be undertaken.	Construction	Roads and Maritime and its construction partner for Stage 2 of the Project (McConnell Dowell & OHL Joint Venture) developed a Community Liaison Management Plan to address, among other things, the requirements of this commitment. Refer to additional detail provided in Table 1 / MCoA B26, MCoA B31(a). Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
T6	Signposting and crossing points will be provided for cyclists at the on and off ramps at interchanges offering a safer cycling and pedestrian environment.	Operation	Detailed design for the project has been completed and includes features that address the requirements of this commitment.	Open To be closed following opening of the entire project in early 2018.
T7	Provision will be made to maintain access for the existing bus operation.	Construction and Operation	Detailed design for the project has been completed and includes features that address the requirements of this commitment.	Open To be closed following opening of the entire project in early 2018.
Aboriginal heritage				
AH1	An Aboriginal heritage management plan will be developed to document procedures, management measures and protocols to minimise impacts.	Pre-construction and Construction	A Construction Heritage Management Sub-plan (HMP) was prepared for Stage 2 of the project in consultation with OEH and registered Aboriginal stakeholders to address the relevant requirements of this commitment. Refer to additional detail provided in Table 1 / B31(e).	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
AH2	Items and areas of archaeological significance not directly affected will be protected during construction.	Construction	See comment above for AH1. Areas of archaeological significance adjacent to Stage 2 were protected for the duration of construction.	Open To be closed following opening of the entire project in early 2018.
AH3	Protocols will be established and implemented should any previously unidentified Aboriginal objects or human skeletal remains be encountered during construction works on the project. All works in the vicinity of the find will cease until Police and Aboriginal heritage specialist advice is obtained and the DECCW.	Construction	See comment above for AH1.	Open To be closed following opening of the entire project in early 2018.
AH4	Any Aboriginal heritage items directly affected will be managed in consultation with Aboriginal stakeholders and the DECCW.	Construction	See comment above for AH1.	Open To be closed following opening of the entire project in early 2018.
AH5	All construction personnel will receive Aboriginal heritage awareness training on their obligations for protection of Aboriginal cultural materials, including information on site locations, conservation management requirements and legal obligations in regard to Aboriginal cultural materials.	Construction	See comment above for AH1. Aboriginal heritage awareness training was provided to all personnel through the compulsory site induction.	Open To be closed following opening of the entire project in early 2018.
AH6	The RTA will comply with the NSW Government's Aboriginal Participation in Construction Guidelines.	Construction	Noted.	Open To be closed following opening of the entire project in early 2018.
AH7	The RTA will consult with the Birpai Local Aboriginal Land Council regarding management of any potential adverse impacts on the identified sensitive site in accordance with the aboriginal heritage management plan.	Pre-construction and Construction	The requirements of this commitment are not relevant to Stage 2 of the project. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Not applicable to Stage 2 of the project.
Air quality				
AQ1	Feasible and reasonable mitigation measures will be adopted to minimise windblown, traffic-generated or equipment-generated dust and emissions.	Construction	The requirements of this commitment were incorporated into a Construction Air Quality Management Sub-plan prepared as part of the CEMP for Stage 2 of the project.	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
			Refer to additional detail provided in Table 1 / MCoA B30. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	
AQ2	Dust generating activities will stop where visible dust is being emitted outside the construction corridor and when dust suppression methods are ineffective.	Construction	See comment above for AQ1.	Open To be closed following opening of the entire project in early 2018.
Greenhouse gases and energy				
G1	Energy efficient work practices will be adopted to limit energy use. Where reasonable and feasible, equipment and management measures will be adopted to minimise energy use and greenhouse gas production. Minimise vegetation clearance where possible.	Construction	The requirements of this commitment were incorporated into a Construction Waste and Energy Management Sub-plan prepared as part of the CEMP for Stage 2 of the project. Refer to additional detail provided in Table 1 / MCoA B30. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
G2	A lighting scheme will be developed during detailed design. The aim of the design will be to minimise the use of lighting.	Pre-construction	Noted. Lighting was considered during detailed design, with the aim of minimising the use of lighting, where possible.	Open To be closed following opening of the entire project in early 2018.
Non-Aboriginal heritage				
NH1	The detailed design will minimise impacts to the identified non-Aboriginal heritage items where feasible and reasonable.	Pre-construction and Construction	Noted. There is one non-Aboriginal heritage item within the vicinity of Stage 2 ie Maria River Bridge. This item was avoided during detailed design. Refer to additional detail provided in Table 1 / MCoA C15. Further detail on the requirements of this	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
			commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	
NH2	A non-Aboriginal heritage management plan will be developed.	Pre-construction	A HMP has been prepared for Stage 2 of the project in consultation with OEH and registered Aboriginal stakeholders to address the relevant requirements of this commitment. Refer to additional detail provided in Table 1 / B31(e). See comment above for NH1.	Open To be closed following opening of the entire project in early 2018.
NH3	Staff will receive training with respect to identifying items of non-Aboriginal heritage during construction and the correct methods of communication on the worksite.	Construction	Non-aboriginal heritage awareness training was provided to all personnel through the compulsory site induction.	Open To be closed following opening of the entire project in early 2018.
NH4	If any material of potential archaeological significance is unearthed, work will cease until specialist heritage advice has been obtained. Should any material of potential archaeological significance be unearthed, the Heritage Branch would be notified.	Construction	There was one unexpected archaeological find identified during Stage 2 (located at 6 Ravenswood Road). The unexpected find procedure was implemented at the time including the notification of OEH and P&E. A salvage report for the test and salvage excavation was prepared and provided to OEH and P&E during the 22 July 2015 to 21 January 2016 construction reporting period.	Open To be closed following opening of the entire project in early 2018.
Waste minimisation and management				
WMM1	The 'waste hierarchy' (avoid/reuse/recycle/ resource recovery/disposal) will be maximised during construction; incorporated into work programs, purchase strategies and site inductions; and will be assessed quarterly to identify opportunities for improvement. Recycled materials will be used where feasible.	Construction	The requirements of this commitment were incorporated into a Construction Waste and Energy Management Sub-plan prepared as part of the CEMP for Stage 2 of the project. Refer to additional detail provided in Table 1 / MCoA B30. Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
WMM2	Staff to be trained in waste reduction.	Construction	Waste management and reduction forms part of the	Open

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
			site induction. Site inductions are compulsory for all site personnel before starting work on the project.	To be closed following opening of the entire project in early 2018.
WMM3	A waste register to be developed during construction.	Construction	See comment above for WMM1.	Open To be closed following opening of the entire project in early 2018..
WMM4	Any waste material that is unable to be re-used, reprocessed or recycled will be disposed at a facility approved to receive that type of waste. Waste will be disposed at a facility licensed to accept that classification of waste.	Construction	See comment above for WMM1. All waste has been classified and disposed of at a facility legally able to accept that waste.	Open To be closed following opening of the entire project in early 2018.
Contamination				
C1	Areas of potential contamination identified during preconstruction and construction activities will be further investigated and appropriately managed.	Pre-construction and Construction	No specific sites either known to be contaminated or with the potential to be contaminated were identified in Stage 2 prior to construction. However, since then, a pit toilet and old rubbish dump have been uncovered. The unexpected finds procedure contained within the SWMP was implemented in these cases. Further detail on the approved SWMPs are provided in Table 1 / MCoA B31(d). Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction compliance report (September 2017).	Open To be closed following opening of the entire project in early 2018.
Geology and soils				
GS1	Erosion and sedimentation management and control measures will be designed and installed with the advice of a soil conservationist. Controls will be inspected regularly, maintained and managed to maximize their effectiveness.	Construction	A SWMP has been prepared for the Stage 2 of the project in consultation with the EPA, DPI (Fishing) and NOW to address this commitment. Refer to additional detail provided in Table 1 / MCoA B31(d). Further detail on the requirements of this commitment as it relates to Stage 3 of the project is available in the most recent project construction	Open To be closed following opening of the entire project in early 2018.

CoA no.	Requirement	Stage	Status / Reference	Closed (and date)
			compliance report (September 2017).	
GS2	Acid Sulphate Soil Management Plan will be developed to outline strategies that will be implemented to manage potential impacts of development works that are likely to disturb acid sulfate soils.	Construction	See comment above for GS1. The SWMP contains a Construction Acid Sulfate Management Sub-Plan that outlines how the requirements of this commitment will be addressed.	Open To be closed following opening of the entire project in early 2018.
GS3	Geotechnical investigations will be undertaken as part of the detailed design phase to confirm preliminary geotechnical investigative works.	Pre-construction	Noted. Geotechnical investigations were completed as part of the detailed design.	Closed
GS4	Geomorphologic investigations will be undertaken during the detailed design phase to determine bank and riverbed stability.	Pre-construction	Completed and incorporated into the Project during development of the detailed design.	Closed
GS5	A spoil management strategy will be identifying opportunities for re-using the material onsite and locations outside the Proposal for re-use or disposal. Re-use onsite will be the priority.	Construction	A Spoil Management Strategy were prepared as part of the detailed design phase and have been implemented for Stage 2 of the project.	Closed
GS6	Detailed design of cut slopes and embankments will be undertaken to ensure there will be minimal long term adverse impacts to banks.	Pre-construction	Completed and incorporated into the Project during development of the detailed design.	Closed
	Utility services			
US1	Utilities and services potentially affected by construction will be identified and requirements for their diversion, protection and / or support identified. Alterations to services will be determined in negotiation with the service providers and will ensure that disruption to services resulting from the project are limited and advised to customers.	Pre-construction and Construction	Completed and incorporated into the project during development of the detailed design.	Closed



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