

Oxley Highway to Kempsey

# Staging Report

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## Document Controls

File name	Status	Issued to	Issued date
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OH2K Staging Report FINAL	Final	DP&I	8 February 2013
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OH2K Staging Report DRAFT Rev 2	Final	DP&E	27 April 2017

# 1 Introduction

## 1.1 Background

The Oxley Highway to Kempsey Pacific Highway Upgrade (the Project) is 37 kilometres in length, commencing approximately 700 metres north of the Oxley Highway interchange, tying in with the existing dual carriageways to the south and continuing northwards to tie in at Stumpy Creek with the dual carriageways of the approved 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 which deviate from the existing highway, a bypass of Telegraph Point, and a deviation through the Maria River State Forest. The existing highway has been retained where possible for use as a service road or local road connection.

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.

Condition A7 of the project approval allows Roads and Maritime Services to construct and/or operate the Project in stages provided a Staging Report is submitted to the Director General prior to the commencement of the first proposed stage. Section 7.3 of the environmental assessment provided details regarding potential staging options and consideration of the associated environmental impacts.

This is the second update to the Staging Report, with an earlier update submitted on 5 November 2013

## 1.2 Purpose

The purpose of this Staging Report is to:

- Describe the scope of proposed Project staging; and
- Detail how compliance with the Conditions of Approval and Roads and Maritime's statement of commitments will be ensured across and between the stages of the Project.

Table 1 identifies the requirements of Condition A7 and where they have been addressed in this report.

**Table 1.** Condition A7 Staging Report requirements

<b>Requirement</b>	<b>Section Where Addressed</b>
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.	Section 2
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.	Section 3; Appendix A
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	Appendix A

<b>Requirement</b>	<b>Section Where Addressed</b>
extent that they are relevant to the specific stage(s).	
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.	Noted

<b>Requirement</b>	<b>Section Where Addressed</b>
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.	Noted

## 2 Staging

Due to the Project's length and funding models available, the Project is being delivered in two main sections – from the Oxley Highway to Kundabung (approximately 24 kilometres) and from Kundabung to Kempsey (approximately 14 kilometres). The delivery of these two sections is being undertaken in four main stages.

Further detail on proposed project staging, including general details of work activities associated with each stage and the general timing of when each stage commenced and will be completed (or is due to commence / be completed for Stage 4) is provided in the sections below. Specific details on work activities and their sequence has been included in the Construction Environmental Management Plan (CEMP) for each respective stage (and will be included in the Stage 4 CEMP) as required by Condition B30(a) and includes but is not limited to:

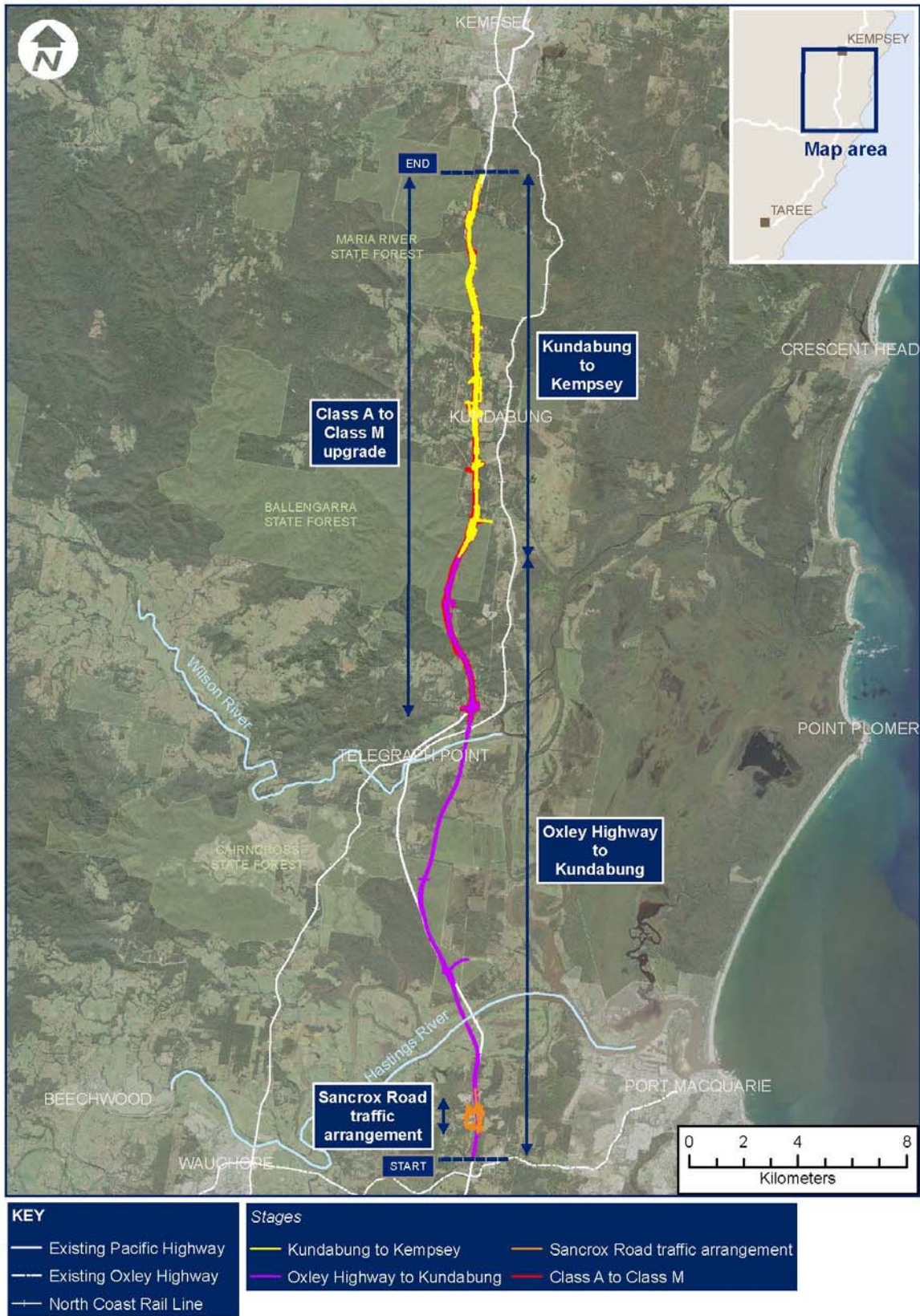
- Site establishment and preparation.
- Earthworks.
- Structures.
- Pavement, linemarking and road furniture.
- Landscaping and restoration.
- Open to traffic.

The stages are presented in their corresponding chronological order of construction.

Each stage of the project would be considered to be operational when:

- Traffic is using the full length of the main carriageways in its final configuration; and
- Traffic on the main carriageways is travelling at the design road speed (eg 100km/hr and/or 110km/hr).

Figure 1 provides an overview of the Project and stages.



**Figure 1.** Overview of the Project and proposed staging

## **2.1 Sancrox Road traffic arrangement (Stage 1)**

As discussed in Section 7.3.1 of the environmental assessment, the Sancrox Road traffic arrangement was constructed as an early works package prior to commencing the main alignment works.

Construction of this stage commenced in mid 2014 and was delivered by way of a construct only contract. The Sancrox Road traffic arrangement opened to traffic in late 2015.

The Sancrox Road traffic arrangement includes the following key features:

- Construction of the eastern and western access roads and roundabouts.
- Reconstruction of Sancrox Road and Fernbank Creek Road.
- Construction of a bridge over the existing highway south of Sancrox Road.
- Construction of property accesses.
- Drainage works including minor waterway crossings.
- Left-in, left-out only access at Sancrox Road and Fernbank Creek Road.

Refer to Figure 2 for the key features of the Sancrox Road traffic arrangement.





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**Figure 2.** Key features of Sancrox Road Traffic Arrangement

## 2.2 Kundabung to Kempsey (Stage 2)

The Kundabung to Kempsey stage includes construction of approximately 14 kilometres of dual carriageway, commencing north of Barrys Creek near Kundabung (chainage approximate 24,000) and joining the southern end of the Kempsey Bypass at Stumpy Creek (chainage 37,800).

Construction of this stage commenced in late 2014 and will open to traffic around mid 2017. The construction of the Kundabung to Kempsey stage is being delivered by way of a construct only contract.

The Kundabung to Kempsey stage includes the following key features:

- Construction to a Class A standard with the provision to be upgraded to Class M in the future (refer to Section 2.4 for additional detail).
- Construction of bridges over Smiths Creek, Pipers Creek, Stumpy Creek and a number of other minor waterway crossings.
- Retention of existing bridges over Maria River.
- Retention of existing Pipers Creek bridge. The existing bridge will form part of the service road (Ravenswood Road).
- Retention of two existing bridges at Stumpy Creek. The existing bridges will form part of the southbound carriageway and the service road.
- Construction of Kundabung Road and Rodeo Drive interchange.
- Reconfiguration of intersections at Mobbs Road/Mingaletta Road, Upper Smiths Creek Road, Wharf Road, Old Coast Road and Kemps Road.
- Construction of a northbound and a southbound rest area around chainage 25,000.
- Excavation of two major cuttings within the Maria River State Forest.
- Construction of a heavy vehicle inspection bay at approximate chainage 33,750.
- Construction of a number of operational water quality basins.
- Construction of a number of fauna crossing mitigation structures including underpasses and glider crossings.
- Reuse of the existing Pacific Highway pavement from approximate chainage 24,000 to chainage 28,000 and approximate chainage 31,500 to chainage 32,500.

Due to traffic staging and road user safety requirements of tying into the Kempsey Bypass, works will extend north of Stumpy Creek for approximately 500 to 1,500 metres. Notwithstanding, these works are minor and limited to the existing disturbed areas and involve activities such as construction of temporary pavement, linemarking, fencing and signage.

Additionally, vegetation clearing in a number of areas has extended to the Class M footprint to accommodate stockpile and ancillary sites required for construction. All applicable mitigation measures for the Class M footprint were included within the CEMP for the Kundabung to Kempsey stage in accordance with Condition B30(d). Following construction, these areas will be rehabilitated and/or stabilised to minimise potential erosion and sedimentation risks prior to the Class M upgrade works. The need for any further vegetation clearing for ancillary facilities beyond the Class M footprint was subject to separate approval as required by Condition C28.

The Kundabung to Kempsey stage is likely to be completed up to eight months prior to the Oxley Highway to Kundabung stage. Appendix A addresses how certain operational requirements will be addressed during the period where one section is operational and the other is not.

At the commencement of operation the Kundabung to Kempsey stage will be opened to traffic at 100km/hr. This will be increased to 110km/hr once the Oxley Highway to Kundabung section of the project (both Stage 3a and Stage 3b) is operational.

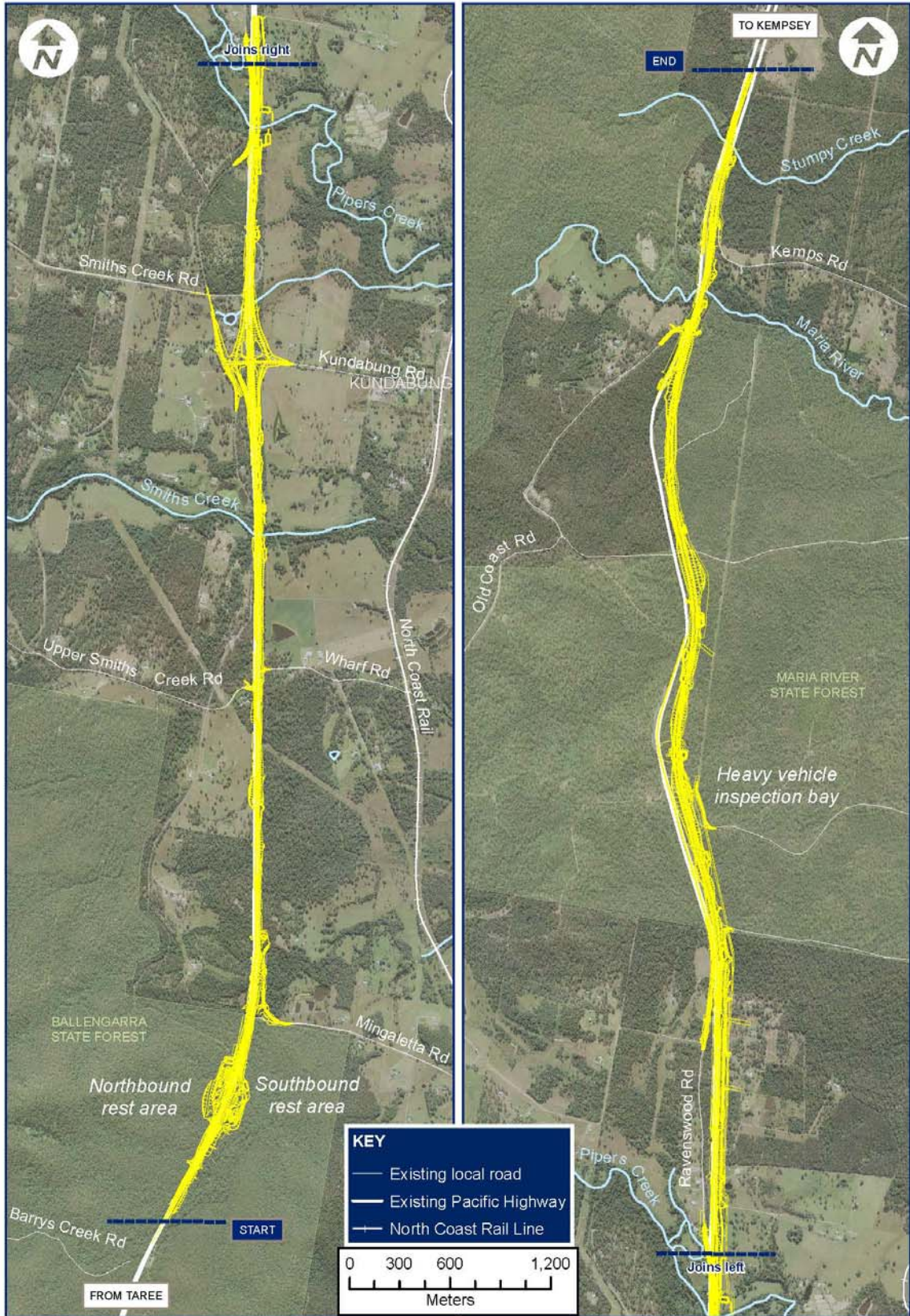
Additionally, a number of minor traffic switches will be or have been conducted prior to operation, these include:

- all traffic, travelling both northbound and southbound, was moved onto the completed southbound carriageway in late 2016. Traffic is moving one lane in each direction on the southbound carriageway, at 80km/hr.
- Approximately one month prior to the commencement of operation, traffic will be switched onto both carriageways, one lane in each direction (ie one lane travelling northbound on the northbound carriageway, and one lane travelling southbound on the southbound carriageway), travelling at 80km/hr.

Neither of these traffic switches are considered to meet the definition of operation as outlined in Section 2, and as such will not trigger the commencement of operation.

As required by Section 2.1 of the approved Compliance Tracking Program, Roads and Maritime will notify the Director-General in writing prior to the commencement of operation. Separate notification will be provided prior to the commencement of operation of Stage 2.

Refer to Figure 3 for the key features of the Kundabung to Kempsey section.



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Figure 3. Key features of Kundabung to Kempsey stage

## 2.3 Oxley Highway to Kundabung (Stage 3)

The Oxley Highway to Kundabung stage includes construction of approximately 24 kilometres of dual carriageway, commencing just north of the intersection of the Pacific Highway with the Oxley Highway in Port Macquarie and finishing north of Barrys Creek near Kundabung (extending from chainage 700 to approximate chainage 24,000). The Oxley Highway to Kundabung stage also includes a bypass of Telegraph Point and a new alignment across the Hastings River and Wilson River floodplains.

Construction of this stage commenced in late 2014 and will open to traffic in the first half of 2018. The Oxley Highway to Kundabung stage is being delivered through a design and construct contract.

The Oxley Highway to Kundabung stage includes the following key features:

- Construction of Class M standard highway between the Oxley Highway and Haydons Wharf Road and construction of Class A standard highway from Haydons Wharf Road to north of Barrys Creek near Kundabung (refer to Section 2.4 for additional detail on Class A and Class M highway standards).
- Construction of major bridge structures over Hastings River (and Glen Ewan Road) and Wilson River (including Hacks Ferry Road).
- Construction of bridges over Fernbank Creek, Cooperabung Creek, Barrys Creek, the North Coast Railway line at Telegraph Point as well as a number of other minor waterway crossings.
- Construction of flood relief structures on the Hastings River and Wilson River floodplain including soft ground treatments.
- Construction of a grade separated interchange at Blackmans Point Road and a half interchange at Haydons Wharf Road. The Haydons Wharf Road half interchange will also include construction of a connection from the existing Pacific Highway to Cooperabung Drive.
- Construction of a grade separated traffic arrangement at Yarrabee Road.
- Construction of Bill Hill Road overbridge south of the Wilsons River floodplain and an overbridge to cross the North Coast Railway line.
- Excavation of major cuts including through Cooperabung Range.
- Provision of a widened median within Cairncross State Forest to facilitate the movement of gliders and the construction of a number of fauna crossing mitigation structures including underpasses and glider crossings.
- Construction of tie in works to the Sancrox Road traffic arrangement.
- Construction of a number of operational water quality basins.

There are likely to be a number of traffic switches, of varying scales, throughout the construction of the Oxley Highway to Kundabung section before it becomes operational.

Minor traffic switches include moving all traffic (ie one lane in each direction) to one of the carriageways through small sections of the alignment, with associated crossovers and changes to local roads and highway accesses.

There is one major traffic switch proposed towards the end of 2017, prior to the opening of the whole project. This will result in:

- The opening of the northbound and southbound carriageways (with traffic travelling in both lanes) to traffic between Ch. 700 and Ch. 18000, signposted at 110km/hr,
- A crossover at Ch. 18000 signposted at 80km/hr,
- Opening of the southbound ramp to the Haydons Wharf Road half interchange.

This traffic switch is considered to meet the definition of operation in Section 2, and as such, will be treated as a separate stage, and referred to as Stage 3a for the purposes of this report.

Stage 3b will include the opening of the remaining 6km of the Oxley Highway to Kundabung section to traffic at 110km/hr.

Appendix A addresses how certain operational requirements will be addressed during the period where stage 3a is operational and the remaining section of Oxley Highway to Kundabung (stage 3b) is still under construction.

As required by Section 2.1 of the approved Compliance Tracking Program, Roads and Maritime will notify the Director-General in writing prior to the commencement of operation. Separate notification will be provided prior to the commencement of operation of each stage (ie Stage 3a and Stage 3b).

Refer to Figure 4 for the key features of the Oxley Highway to Kundabung section.

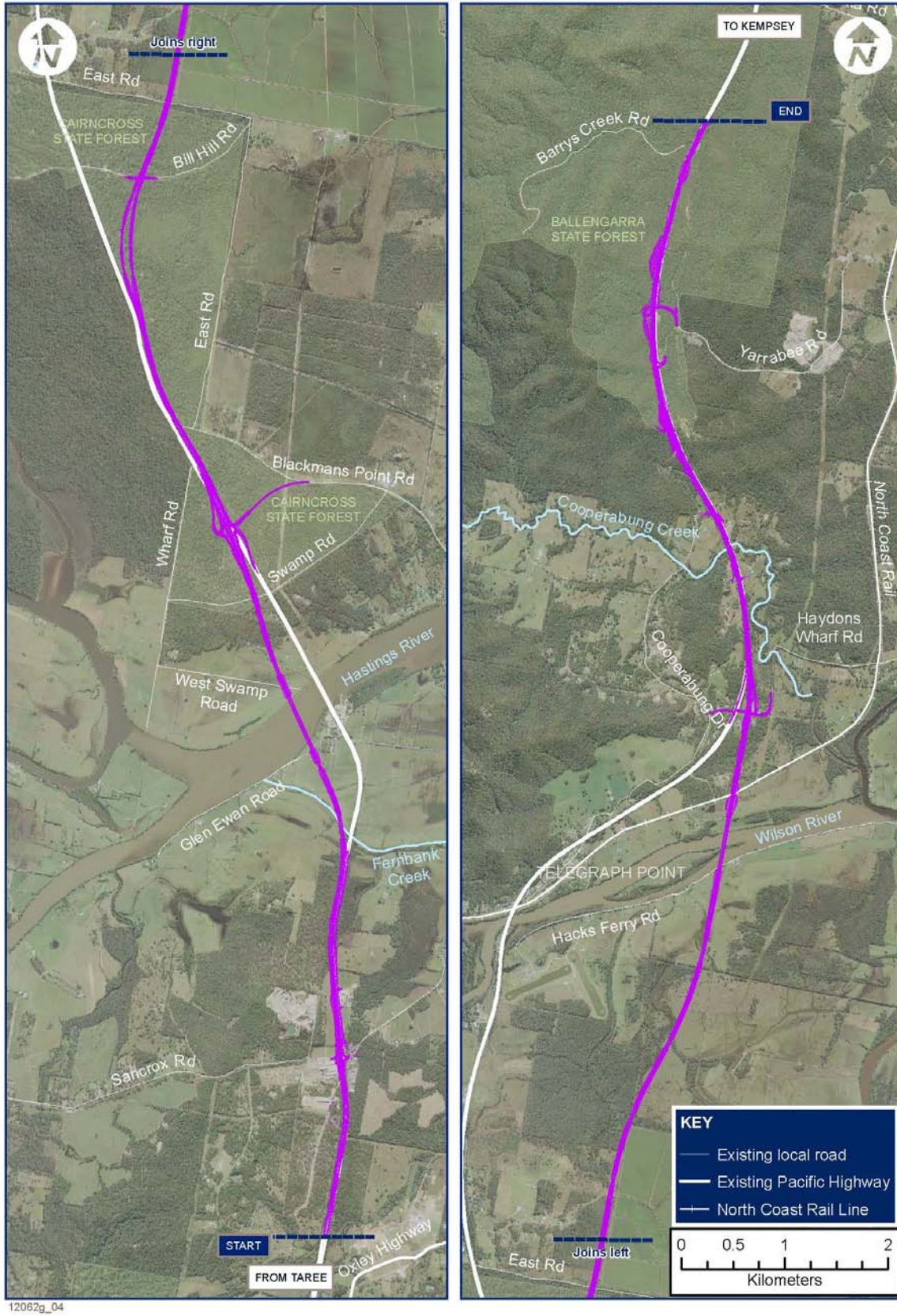


Figure 4. Key features of Oxley Highway to Kundabung stage

## 2.4 Class A to Class M standard (Stage 4)

The Project has been designed inclusive of a four lane Class M (motorway) standard highway. However, due to estimated traffic volumes and availability of funding some sections of the Project will initially be constructed and operated as a Class A (arterial) standard highway.

Upgrade of those sections of the Project from Class A to Class M standard will occur when it is warranted by an increase in traffic volumes, and when funding becomes available.

Table 2 outlines the key features of a Class A standard design compared with a Class M standard.

**Table 2.** Key features of Class A and Class M standard design

Feature	Class A standard	Class M standard
Posted speed	100 km/h (minimum)	110 km/h
Access	Retains some local access to the highway.	No direct access to the highway is provided between interchanges or intersections. Access and egress arrangements are limited to on and off ramps only at interchanges or intersections.
Intersections and interchanges	Entry to and exit from the highway via at grade intersections. Generally no right turn would be allowed.	All entry to, exit from and crossings of the highway will be via grade-separated interchanges or intersections.
Alternative routes (service road)	A continuous alternative route will not be available.	A continuous alternative route will be available with a desirable design standard of 80 km/h where possible.

As outlined in Section 2.2 and 2.3, the following sections of the Project will initially be constructed to Class A standard:

- Kundabung to Kempsey: North of Barrys Creek near Kundabung to the southern end of the Kempsey Bypass (14 kilometres).
- Oxley Highway to Kundabung: between Haydons Wharf Road and north of Barrys Creek near Kundabung (six kilometres).

The upgrade from Class A to Class M standard will generally include:

- Works to ensure the provision of a continuous alternative route (service road network) using sections of the existing highway, existing local roads and new roads.
- Works to remove any direct local access to the highway between interchanges or traffic arrangements. Service road access to the highway will be limited to interchanges or intersections.

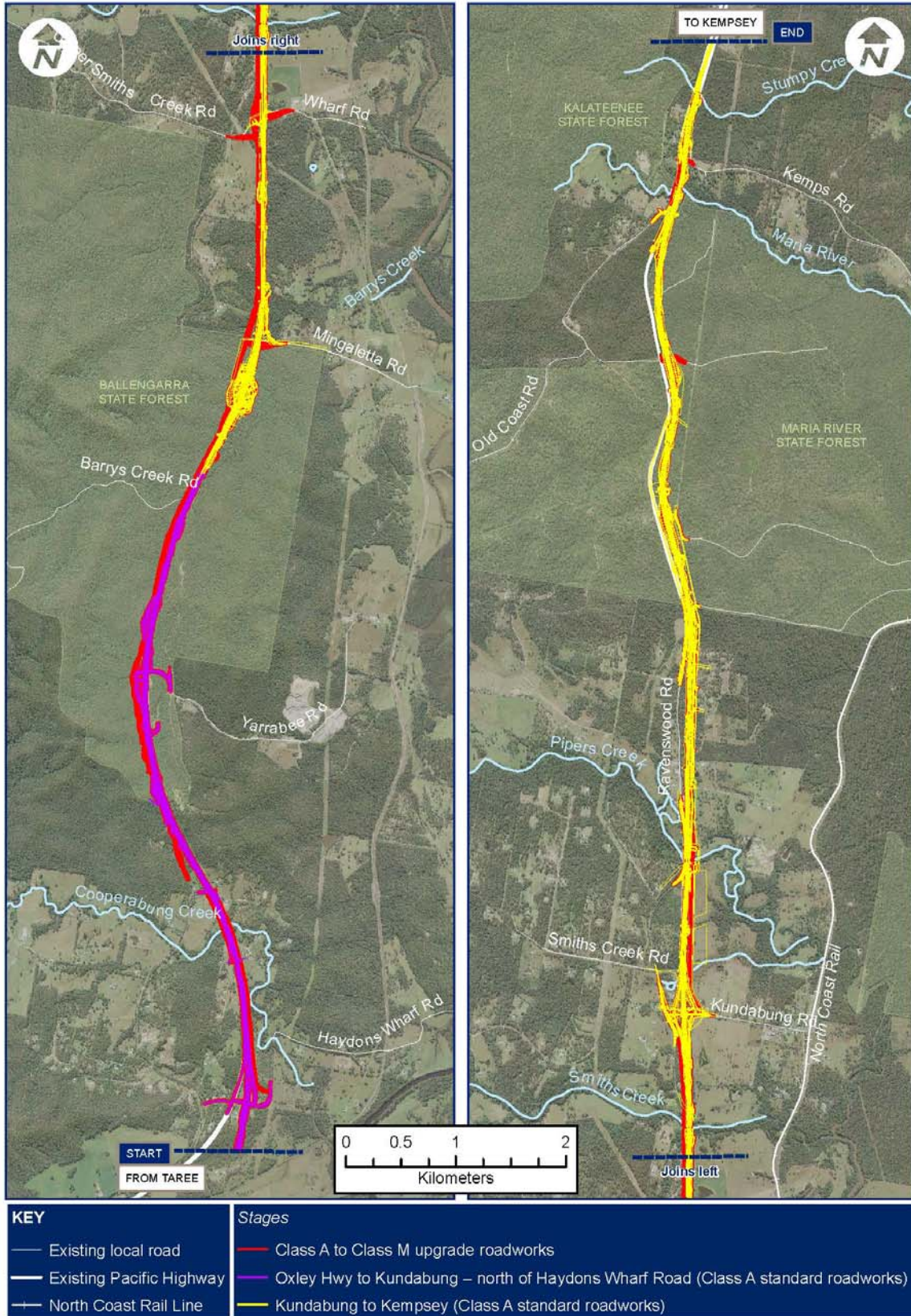
Specifically the upgrade from Class A to Class M will include works north of Haydons Wharf Road, as outlined in Table 3. Further information and detailed plans relating to the Class A to Class M upgrade will be submitted to the Director General prior to the commencement of the Class A to Class M stage, in accordance with Condition A7.



**Table 3.** Specific works necessary for upgrade from Class A to Class M standard design

<b>Location</b>	<b>Works required</b>
Haydons Wharf Road	<ul style="list-style-type: none"><li>• Access road shifted east to accommodate ramp shift.</li></ul>
Yarrabee Road	<ul style="list-style-type: none"><li>• Provision of service road to the west of the dual carriageway.</li></ul>
Mingaletta Road	<ul style="list-style-type: none"><li>• Remove left in left out access to Mobbs Drive and Mingaletta Road.</li><li>• Construction of an overbridge over the dual carriageway.</li><li>• Provision of service road to the west of the dual carriageway.</li></ul>
Wharf Road / Upper Smiths Creek Road	<ul style="list-style-type: none"><li>• Construction of Wharf Road overbridge over the dual carriageway.</li><li>• Provision of service road to the west of the dual carriageway.</li></ul>
Kundabung Road and Rodeo Drive	<ul style="list-style-type: none"><li>• Extend service road to connect Rodeo Drive and Cooperabung Drive including a new bridge over Smiths Creek.</li></ul>
Kemps Road and Old Coast Road	<ul style="list-style-type: none"><li>• Construction of an overbridge over the dual carriageway at Kemps Road.</li><li>• Construction of a bridge over Maria River on the service road to the west of the dual carriageway.</li><li>• Provision of continuous service road to the west of the dual carriageway between the Kempsey Bypass and Kundabung interchange.</li><li>• Remove access to highway from service road.</li></ul>

Refer to Figure 5 for an overview of the Class A and Class M standard highway construction. Works associated with the upgrade to Class M standard are identified in red.



**Figure 5.** Key features of Class A to Class M upgrade

### **3 Compliance**

Appendix A provides details on how compliance with the conditions of approval (Table A-1) and RMS's statement of commitment (Table A-2) will be ensured across and between the proposed stages of the Project.

# Appendix A

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
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) Upgrading the Pacific Highway – Oxley Highway to Kempsey - Environmental Assessment (Volumes 1, 2 and 3), prepared by GHD Pty Ltd for the NSW Roads and Traffic Authority and dated September 2010;</p> <p>(c) Upgrading the Pacific Highway – Oxley Highway to Kempsey - Environmental Assessment Submissions Report, prepared by the NSW Roads and Traffic Authority and dated March 2011, including the revised Statement of Commitments contained therein;</p> <p>(d) Oxley Highway to Kempsey - Pacific Highway Upgrade Ecological Review of Fauna Crossings in the Ballengarra State Forest , Roads and Maritime Services, dated October 2011; and</p> <p>(e) The Roads and Maritime Services modification request and letter dated 25 October 2012 (07_0090 MOD1); and</p> <p>(f) The Roads and Maritime Services modification requests and letters dated 17 April 2013 and 9 September 2013; the document titled Pacific Highway Upgrade – Oxley Highway to Kempsey: Aboriginal Archaeological Assessment and Artefact Salvage Methodology and Cultural Heritage Assessment Report, prepared by Kelleher Nightingale Consulting Pty Ltd, dated September 2012; the document titled Oxley Highway to Kempsey - Pacific Highway Upgrade OHK85 Test Excavation - Preliminary Results, prepared by Kelleher Nightingale Consulting Pty Ltd, dated 2013; and the document titled Pacific Highway Upgrade — Oxley Highway to Kempsey — Non-Indigenous Heritage Impact Assessment Report, prepared by Peter Kuskie and Christopher Carter (South East Archaeology Pty Limited), dated December 2007 (07_0090 MOD2); and</p> <p>(g) conditions of this approval.</p>	Applicable across all stages.			
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 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>	Applicable across all stages.			
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>	Applicable across all stages.			
A4	Subject to confidentiality, the Proponent shall make all documents required under this approval available for public inspection on request.	Applicable across all stages.			
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.	Applicable across all stages.			

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
A6	The Proponent shall ensure that all necessary licences, 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 licences, 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.	Applicable across all stages.			
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> <p>(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</p> <p>(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> <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>	RMS has prepared a Staging Report detailing the staging of the Project and relevance of each condition of approval to a particular stage.			
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.	Stage 1 does not include construction of any of the fauna and waterway crossings identified in Table 6-2. Notwithstanding	Requirements of Condition B1 applicable to Stage 2 have been detailed in the design report prepared to satisfy Condition B3.	Requirements of Condition B1 applicable to Stage 3 have been detailed in the design report prepared to satisfy Condition B3.	Requirements of Condition B1 applicable to Stage 4 will be detailed in the design report prepared to satisfy Condition B3.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
		g, detailed design undertaken for Stage 1 did not preclude any crossings applicable to Stage 3.			
<b>B2</b>	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 OEH and DPI (Fishing and Aquaculture).	Not applicable. Refer to above.	Requirements of Condition B2 applicable to Stage 2 have been detailed in the design report prepared to satisfy Condition B3.	Requirements of Condition B2 applicable to Stage 3 have been detailed in the design report prepared to satisfy Condition B3.	Requirements of Condition B2 applicable to Stage 4 will be detailed in the design report prepared to satisfy Condition B3.
<b>B3</b>	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 OEH and DPI (Fishing and Aquaculture) in relation to the suitability of any changes to the location and/or crossing design.	Not applicable. Refer to above.	Following detailed design, a design report was prepared for crossings applicable to Stage 2 in consultation with OEH and DPI.	Following detailed design, a design report was prepared for crossings applicable to Stage 3 in consultation with OEH and DPI.	Following detailed design, a design report will be prepared for crossings applicable to Stage 4 in consultation with OEH and DPI.
<b>B4</b>	<p>The Proponent shall investigate the provision of widened medians (with the aim 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;</p> <p>(b) Ballengarra 1b - between station 23200 to 24100; and</p> <p>(c) Maria River 1b - between station 33760 to 34380.</p>	Not applicable. Stage 1 is not located in an area detailed in Condition B4.	Not applicable for Stage 2 as outlined in the widened median report.	Investigation into widened medians has been undertaken and documented within a widened median report. The investigation found that this condition is only applicable to Stage 3.	Not applicable for Stage 4 as outlined in the widened median report.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<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>				
B5	<p>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.</p>	<p>Not applicable. Refer to above.</p>	<p>Investigations, as documented in the widened median report, found that a widened median was not feasible at Barrys Creek.</p>		
B6	<p>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 Guidelines for Controlled Activities Watercourse Crossings (Department of Water and Energy, February 2008), Policy and Guidelines for Fish Friendly Waterway Crossings (NSW Fisheries, February 2004) and Policy and Guidelines for Design and Construction of Bridges, Roads, Causeways, Culverts and Similar Structures (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.</p>	<p>Waterway crossings have been designed and constructed in accordance with Condition B6.</p>			
B7	<p>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 submit for the approval of the Director General a <b>Nest Box Plan</b> 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.</p>	<p>A Nest Box Plan has been prepared which considers Stages 1-3 of the Project.</p>			<p>A Nest Box Plan will be prepared that considers Stage 4 of the Project.</p>



NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
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 <a href="http://www.environment.nsw.gov.au/biocertification/offsets.htm">http://www.environment.nsw.gov.au/biocertification/offsets.htm</a> dated 17 June 2011). Unless otherwise agreed to by the EPA 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> <p>(a) the aims and objectives of the biodiversity offset strategy;</p> <p>(b) confirmation of the vegetation type/ habitat (in hectares) to be cleared and their condition, and the size of offsets required (in hectares);</p> <p>(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;</p> <p>(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;</p> <p>(e) a process for addressing and incorporating offset measures arising from changes in biodiversity impacts (where these changes are generally consistent with the biodiversity impacts identified for the project in the documents listed under condition A1), including:</p> <p>(i) changes to the footprint due to detailed design;</p> <p>(ii) changes to predicted impacts as a result of changes to mitigation measures;</p> <p>(iii) the identification of additional species/ habitat through pre-clearance surveys and construction; and</p> <p>(iv) additional impacts associated with the establishment of ancillary facilities; and</p> <p>(f) options for the securing and management of biodiversity offsets in perpetuity.</p> <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>	A Biodiversity Offset Strategy has been prepared which considers all stages of the Project.			

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<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>				
<b>B9</b>	<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> <p>(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);</p> <p>(b) the final selected means of securing the biodiversity values of the Package in perpetuity, including ongoing management, maintenance and monitoring requirements; and</p> <p>(c) timing and responsibilities for the implementation of the provisions of the Package over time.</p> <p>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.</p>	A Biodiversity Offset Package will be prepared which considers all stages of the Project.			
<b>B10</b>	<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 EPA and DPI (Fishing and Aquaculture) and shall include but not necessarily be limited to:</p> <p>(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;</p>	A Ecological Monitoring Program has been prepared which considers Stage 1-3 of the Project.	Monitoring would be conducted as per Appendix A of the EMP, regardless of staged openings, except road kill monitoring, which would be undertaken following the commencement of operation of each stage.		An Ecological Monitoring Program will be prepared which considers Stage 4 of the Project.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<p>(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);</p> <p>(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;</p> <p>(d) provision for the assessment of the data to identify changes to habitat usage and whether this can be directly attributed to the project;</p> <p>(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> <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>				
<b>B11</b>	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.	Stage 1 was designed to satisfy the requirements of Condition B11.	Stage 2 was designed to satisfy the requirements of Condition B11.	Stage 3 was designed to satisfy the requirements of Condition B11.	Stage 4 will be designed to satisfy the requirements of Condition B11.
<b>B12</b>	<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> <p>(a) identify properties in those areas likely to have an increased flooding impact and detail the predicted increased flooding impact;</p> <p>(b) identify mitigation measures to be implemented where increased flooding is predicted to adversely affect access, property or infrastructure;</p> <p>(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;</p>	Not applicable. Stage 1 is not located in the Hastings River and Wilson River floodplain areas.	Not applicable. Stage 2 is not located in the Hastings River and Wilson River floodplain areas.	A Hydrological Mitigation Report was prepared for Stage 3 in accordance with the requirements of Condition B12.	Not applicable. Stage 4 is not located in the Hastings River and Wilson River floodplain areas.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<p>(d) be developed in consultation with the relevant council, NSW State Emergency Service and directly-affected property owners; and</p> <p>(e) identify operational and maintenance responsibilities for items (a) to (c) inclusive.</p> <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>				
<b>B13</b>	Based on the mitigation measures identified in condition B12, the Proponent 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.	Not applicable. Refer to above.	Not applicable. Refer to above.	Not required based on the outcome of the report prepared under B12.	Not applicable. Refer to above.
<b>B14</b>	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.	Not applicable. Refer to above.	Not applicable. Refer to above.	A suitably qualified and experienced independent hydrological engineer was engaged prior to commencement of construction of Stage 3, however this engineer has not been required to date.	Not applicable. Refer to above.
<b>B15</b>	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.	Consultation with PMHC and/or NSW SES was undertaken regarding any changes to flooding characteristics as a result of Stage 1.	Consultation with PMHC, KSC and/or NSW SES was undertaken regarding any changes to flooding characteristics as a result of Stage 2.	Consultation with PMHC, and/or NSW SES was undertaken regarding any changes to flooding characteristics as a result of Stage 3.	Consultation with PMHC, KSC and/or NSW SES will be undertaken regarding any changes to flooding characteristics as a result of Stage 4.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
B16	<p>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).</p>	<p>Groundwater modelling was undertaken during detailed design investigations for all stages of the Project.</p>			
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> <p>(a) 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;</p>	<p>A Water Quality Monitoring Program will be prepared which considers all stages of the Project.</p>	<p>The report summarising the results of the construction monitoring period, will be prepared at the completion of construction of Stages 1-3 of the project. Following the completion of construction of the three stages, operational water quality monitoring will be conducted in accordance with Condition B17 (f) for a minimum monitoring period of three years or until the affected waterways and/or groundwater resources are certified by an independent expert as being rehabilitated to an acceptable condition.</p>	<p>Separate monitoring reports will be prepared for Stage 4.</p>	

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	<p>(b) the results of the groundwater modelling undertaken under condition B16;</p> <p>(c) 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;</p> <p>(d) development and presentation of parameters and standards against which any changes to water quality will be assessed, having regard to the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000 (Australian and New Zealand Environment Conservation Council, 2000);</p> <p>(e) 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;</p> <p>(f) 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);</p> <p>(g) contingency and ameliorative measures in the event that adverse impacts to water quality are identified; and</p> <p>(h) reporting of the monitoring results to the Department, OEH and NOW.</p> <p>The Program shall be submitted to the Director General for approval six (6) 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.</p>				
<b>B18</b>	<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>	Not applicable. Aboriginal sites OHK46/A, OHK47/A, OHK54/A, OHK90/A, OHK91/A and OHK219/A are not located in area of Stage 1.	Salvage of those sites applicable to Stage 2 were undertaken prior to the commencement of construction.	Salvage of those sites applicable to Stage 3 were undertaken prior to the commencement of construction.	Not applicable. All salvage mitigation measures have been undertaken for the Project as part of Stage 2 and 3 works.
<b>B18A</b>	Prior to the commencement of pre-construction and construction activities affecting the Pipers Creek PAD site, the Proponent shall:	Not applicable to Stage 1.	Archaeological investigation was undertaken prior to the commencement of construction of Stage 2. No salvage was required.	Not applicable to Stage 3.	Not applicable. All salvage mitigation measures have been undertaken for the Project as part of Stage 2

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<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>(ii) where impacts cannot be avoided, recommendations for any further investigations for significant archaeological deposits; and</p> <p>(iii) management and mitigation measures to ensure there are no 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>				works.
<b>B18B</b>	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.	Not applicable to Stage 1.	Not applicable to Stage 2.	Salvage of OHK85 was undertaken prior to the commencement of construction.	Not applicable. All salvage mitigation measures were undertaken for the Project as part of Stage 3 works.
<b>B18C</b>	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.	Not applicable to Stage 1.	A report was prepared to address Conditions B18, B18A, B18B & B18C.		Not applicable. All salvage mitigation measures were undertaken for the Project as part of Stage 2 and Stage 3 works.
<b>B19</b>	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 <a href="http://www.heritage.nsw.gov.au/docs/excavationdirectors.pdf">http://www.heritage.nsw.gov.au/docs/excavationdirectors.pdf</a> dated July 2011).	Not applicable. OHK11 is not located within Stage 1.	Not applicable. OHK11 is not located within Stage 2.	An archaeological assessment was prepared for OHK11 prior to the commencement of construction of Stage 3.	Not applicable. OHK11 is not located within Stage 4.

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	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.				
<b>B20</b>	<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> <p>(a) a principal goal of achieving the urban design objectives outlined in Table 17-4 of Volume 1 of the EA;</p> <p>(b) location of existing vegetation and proposed landscaping (including use of indigenous and endemic species where possible) and design features;</p> <p>(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);</p> <p>(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;</p> <p>(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;</p> <p>(f) strategies for progressive landscaping of other environmental controls such as erosion and sedimentation controls, drainage and noise mitigation;</p> <p>(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;</p> <p>(h) evidence of consultation with the relevant council and community on the proposed urban design and landscape measures prior to its finalisation; and</p> <p>(i) monitoring and maintenance procedures for the built elements, rehabilitated vegetation and landscaping (including weed control) including performance indicators, responsibilities, timing and duration and contingencies where rehabilitation of vegetation and landscaping measures fail.</p>	An Urban Design and Landscape Plan has been prepared applicable to Stage 1.	An Urban Design and Landscape Plan has been prepared applicable to Stage 2.	An Urban Design and Landscape Plan has been prepared applicable to Stage 3.	An Urban Design and Landscape Plan will be prepared applicable to Stage 4.



NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	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.				
B21	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).	Not applicable. Stage 1 would not affect state forest land.	Consultation with DPI has been undertaken as required for Stage 2.	Consultation with DPI has been undertaken as required for Stage 3.	Consultation with DPI will be undertaken as required for Stage 4.
B22	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.	Not applicable. Stage 1 results in minimal works to the Pacific Highway and would not result in the need to include signage for townships.	Appropriate signage will be designed in consultation with PMHC or KSC for Stage 2.	Appropriate signage will be designed in consultation with PMHC or KSC for Stage 3.	Appropriate signage will be designed in consultation with PMHC or KSC for Stage 4.
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 Land Acquisition (Just Terms Compensation) Act 1991.</p>	Applicable across all stages. Acquisition and access arrangements for all stages of the Project has been in accordance with Condition B23.			
B24	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:	A Compliance Tracking Program will be prepared which considers all stages of the Project.	A pre-operation compliance report will be prepared prior to the operation of Stage 2 and Stage 3a (for both Stage 3a and 3b). The final Construction Compliance Report	Notification to the Director-General of the commencement of operation will be conducted prior to every stage (ie Stage 2, Stage 3a, Stage 3b and Stage 4).	

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	<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, 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>timeframe may be shortened or extended depending on the opening date of the final stage within the six-month reporting period.</p>		
<b>B25</b>	<p>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 the website or dedicated pages including, but not necessarily limited to:</p> <p>(a) information on the current implementation status of the project;</p> <p>(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;</p> <p>(c) a copy of this approval and any future modification to this approval;</p> <p>(d) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the project;</p> <p>(e) a copy of each current strategy, plan, program or other document required under this approval; and</p>	<p>Applicable across all stages. RMS has been maintaining the existing website for Stages 1-3 of the Project.</p>			<p>RMS will maintain the existing website for Stage 4 of the Project.</p>

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	(f) the outcomes of compliance tracking in accordance with the requirements of condition B24.				
<b>B26</b>	<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> <p>(a) a telephone number on which complaints and enquiries about construction and operation activities may be registered;</p> <p>(b) a postal address to which written complaints and enquiries may be sent; and</p> <p>(c) an email address to which electronic complaints and enquiries may be transmitted.</p> <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>	Applicable across all stages. A common telephone number, postal address and email address has been established, maintained and circulated by RMS as required by Condition B26 Stages 1-3 of the Project.			A common telephone number, postal address and email address will be established, maintained and circulated by RMS as required by Condition B26 for Stage 4 of the Project.
<b>B27</b>	<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>	A Construction Complaints Management System has been prepared and implemented for Stages 1-3 of the Project.			A Construction Complaints Management System will be prepared and implemented for this stage of the Project.
<b>B28</b>	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:	A Community Communication Strategy has been prepared applicable to Stage 1.	A Community Communication Strategy has been prepared applicable to Stage 2.	A Community Communication Strategy has been prepared applicable to Stage 3.	A Community Communication Strategy will be prepared applicable to Stage 4.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<p>(a) identification of stakeholders to be consulted as part of the Strategy, including affected and adjoining landowners;</p> <p>(b) procedures and mechanisms for the regular distribution of information to stakeholders on the progress of the project and matters associated with environmental management;</p> <p>(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;</p> <p>(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</p> <p>(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> <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>				
<b>B29</b>	<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 construction, or as otherwise agreed by the Director General. The Environment Representative(s) shall:</p> <p>(a) be the principal point of advice in relation to the environmental performance of the project;</p> <p>(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;</p> <p>(c) monitor the implementation of environmental management plans and monitoring programs required under this approval;</p> <p>(d) monitor the outcome of environmental management plans and advise the Proponent upon the achievement of project environmental outcomes;</p> <p>(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;</p> <p>(f) ensure that environmental auditing is undertaken in accordance with the requirements of condition B24 and the project's Environmental Management System(s);</p> <p>(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</p>	An Environmental Representative has been employed across Stages 1-3 of the Project.			An Environmental Representative will be employed for Stage 4 of the Project.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	(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.				
<b>B30</b>	<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> <p>(a) a description of activities to be undertaken during construction of the project or stages of construction, as relevant;</p> <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> <p>(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;</p> <p>(ii) measures to minimise hydrology impacts, including measures to stabilise bed and bank structures as required,</p> <p>(iii) measures to monitor and manage impacts associated with the construction and operation of ancillary facilities,</p> <p>(iv) measures for the handling, treatment and management of contaminated materials,</p>	A CEMP has been prepared applicable for Stage 1.	A CEMP has been prepared applicable for Stage 2.	A CEMP has been prepared applicable for Stage 3.	A CEMP will be prepared applicable for Stage 4.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<p>(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);</p> <p>(vi) measures to monitor and manage spoil, fill and materials stockpile sites including details of how spoil, fill or material would be handled, 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/ minimise 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>				
<b>B31</b>	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 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>	A CTMP has been prepared applicable to Stage 1.	A CTMP has been prepared applicable to Stage 2.	A CTMP has been prepared applicable to Stage 3.	A CTMP will be prepared applicable to Stage 4.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<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>(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 EPA 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 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>	A CFFMP has been prepared applicable to Stage 1.	A CFFMP has been prepared applicable to Stage 2.	A CFFMP has been prepared applicable to Stage 3.	A CFFMP will be prepared applicable to Stage 4.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<p>i. identify the potential for the translocation of mangroves and/ or seagrass impacted by the project;</p> <p>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;</p> <p>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</p> <p>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 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 OEHL, determination of appropriate mitigation measures in consultation with the OEHL (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 minimise 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>	A CNVMP has been prepared applicable to Stage 1.	A CNVMP has been prepared applicable to Stage 2.	A CNVMP has been prepared applicable to Stage 3.	A CNVMP will be prepared applicable to Stage 4.



NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<p>(vi) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as 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</p> <p>(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 in accordance with condition B16;</p> <p>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;</p> <p>iii. measures to manage identified impacts on water table, flow regimes and quality and to groundwater users and ecosystems;</p> <p>iv. groundwater inflow control, handling, treatment and disposal methods; and</p> <p>v. a detailed monitoring plan to identify monitoring methods, locations, frequency, duration and analysis requirements; and</p>	<p>A CSWQMP has been prepared applicable to Stage 1.</p>	<p>A CSWQMP has been prepared applicable to Stage 2.</p>	<p>A CSWQMP has been prepared applicable to Stage 3.</p>	<p>A CSWQMP will be prepared applicable to Stage 4.</p>

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<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> <p>(i) In relation to Aboriginal Heritage:</p> <p>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);</p> <p>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;</p> <p>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> <p>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</p> <p>(ii) In relation to non-Aboriginal Heritage:</p> <p>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);</p> <p>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</p> <p>iii. non-Aboriginal heritage induction processes for construction personnel (including procedures for keeping records of inductions).</p>	A CHMP has been prepared applicable to Stage 1.	A CHMP has been prepared applicable to Stage 2.	A CHMP has been prepared applicable to Stage 3.	A CHMP will be prepared applicable to Stage 4.
C1	The Proponent shall employ feasible and reasonable measures to minimise the clearing of native vegetation during the construction of the project.	Applicable across all stages. Measures have been incorporated into the applicable			Measures will be incorporated into the applicable FFMP for this stage.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
		FFMP for Stages 1-3.			
C2	The Proponent shall employ feasible and reasonable measures (including cessation of relevant works, as appropriate) to ensure that the project is 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.	Applicable across all stages. Measures have been incorporated into the applicable CEMP for Stages 1-3.			Measures will be incorporated into the applicable CNVMP for this stage.
C3	<p>The Proponent shall only undertake construction activities associated with the project during the following standard construction hours:</p> <p>(a) 7:00am to 6:00pm Mondays to Fridays, inclusive; and</p> <p>(b) 8:00am to 1:00pm Saturdays; and</p> <p>(c) at no time on Sundays or public holidays.</p>	Applicable across all stages. Measures have been incorporated into the applicable CNVMP for Stages 1-3.			Measures will be incorporated into the applicable CNVMP for this stage.
C4	<p>Works outside of the standard construction hours identified in condition C3 may be undertaken in the following circumstances:</p> <p>(a) works that generate noise that is:</p> <p>(i) no more than 5 dB(A) above rating background level at any residence; or</p> <p>(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</p> <p>(b) for delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or</p> <p>(c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or</p>	Applicable across all stages. Measures have been incorporated into the applicable CNVMP for Stages 1-3.			Measures will be incorporated into the applicable CNVMP for this stage.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)				
	<p>(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</p> <p>(e) with the approval of the Director General in accordance with condition C5.</p>								
<b>C5</b>	<p>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 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> <p>(a) details of the nature and need for activities to be conducted during the varied construction hours;</p> <p>(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</p> <p>(c) evidence of consultation with the EPA on the proposed variation in standard construction hours.</p> <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>	Applicable across all stages. Measures will be incorporated into the applicable CNVMP for Stages 1-3.			Measures will be incorporated into the applicable CNVMP for this stage.				
<b>C6</b>	<p>Blasting associated with the project shall only be undertaken during the following hours:</p> <p>(a) 9:00am to 5:00pm, Mondays to Fridays, inclusive;</p> <p>(b) 9:00am to 1:00pm on Saturdays; and</p> <p>(c) at no time on Sundays or public holidays.</p> <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>					Not applicable. No blasting would be required for Stage 1.	All blasting for Stage 2 has been undertaken in accordance with Condition C6. Measures have been incorporated into the applicable CNVMP for this stage.	All blasting for Stage 3 has been undertaken in accordance with Condition C6. Measures have been incorporated into the applicable CNVMP for this stage.	All blasting for Stage 4 will be undertaken in accordance with Condition C6. Measures will be incorporated into the applicable CNVMP for this stage..

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)											
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 B310.	Applicable across all stages. Measures have been incorporated into the applicable CNVMP for this stage.			Measures will be incorporated into the applicable CNVMP for this stage.											
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).	Applicable across all stages. Measures have been incorporated into the applicable CNVMP for Stages 1-3.			Measures will be incorporated into the applicable CNVMP for this stage.											
C9	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.  Table 1 - Airblast overpressure criteria <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%	Not applicable. No blasting would be required for Stage 1.	All blasting for Stage 2 has been undertaken in accordance with Condition C9. Measures have been incorporated into the applicable CNVMP for this stage.	All blasting for Stage 3 has been undertaken in accordance with Condition C9 (when considered in conjunction with C12). Measures have been incorporated into the applicable CNVMP for this stage.	All blasting for Stage 4 will be undertaken in accordance with Condition C9. Measures will be incorporated into the applicable CNVMP for this stage.					
Airblast overpressure (dB(Lin Peak))	Allowable exceedance															
115	5% of total number of blasts over a 12 month period															
120	0%															
C10	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.  Table 2 – Peak particle velocity criteria <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%	Not applicable. No blasting would be required for Stage 1.	All blasting for Stage 2 has been undertaken in accordance with Condition C10. Measures have been incorporated into the applicable CNVMP for this stage.	All blasting for Stage 3 has been undertaken in accordance with Condition C10 (when considered in conjunction with C12). Measures have been incorporated into the	All blasting for Stage 4 will be undertaken in accordance with Condition C9. Measures will be incorporated into the applicable CNVMP for
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%														

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
C11	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.	Not applicable. No blasting would be required for Stage 1.	All blasting for Stage 2 has been undertaken in accordance with Condition C11. Measures have been incorporated into the applicable CNVMP for this stage.	applicable CNVMP for this stage. All blasting for Stage 3 has been undertaken in accordance with Condition C11. Measures have been incorporated into the applicable CNVMP for this stage.	this stage. All blasting for Stage 4 will be undertaken in accordance with Condition C9. Measures will be incorporated into the applicable CNVMP for this stage.
C12	<p>The blasting criteria identified in conditions C9 and/or C10 may be exceeded 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</p> <p>(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>	Not applicable. No blasting would be required for Stage 1.	All blasting for Stage 2 has been undertaken in accordance with Condition C12. Measures have been incorporated into the applicable CNVMP for this stage.	All blasting for Stage 3 has been undertaken in accordance with Condition C12. Measures have been incorporated into the applicable CNVMP for this stage.	All blasting for Stage 4 will be undertaken in accordance with Condition C12. Measures will be incorporated into the applicable CNVMP for this stage..

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	(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.				
<b>C13</b>	<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 noise monitoring, where necessary for calibration purposes). The assessment shall specifically include verification of noise levels at the MINGALTA 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>	Due to the relationship between Stage 1 and Stage 3, a review of the operational noise mitigation measures applicable to Stage 1 has been undertaken as part of the Stage 3 review in accordance with Condition C13.	A review of the operational noise mitigation measures applicable to Stage 2 has been undertaken in accordance with Condition C13.	A review of the operational noise mitigation measures applicable to Stage 3 has been undertaken in accordance with Condition C13.	A review of the operational noise mitigation measures applicable to Stage 4 would be undertaken in accordance with Condition C13.
<b>C14</b>	This approval does not allow the Proponent to destroy, modify or otherwise physically affect any human remains as part of the project.	Applicable across all stages. Measures have been incorporated into the applicable CHMP for Stages 1-3.			Measures will be incorporated into the applicable CHMP for this stage.
<b>C14A</b>	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.	Applicable across all stages. Measures have been incorporated into the			Measures will be incorporated into the applicable CHMP for this stage.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
		applicable CHMP for Stages 1-3.			
C15	The Proponent shall not destroy, modify or otherwise physically affect the Maria River bridge (OHK14), unless otherwise agreed by the Director General.	Not applicable. OHK14 is not located within Stage 1.	Noted. Applicable to Stage 2. Measures have been incorporated into the applicable CHMP this stage.	Not applicable. OHK14 is not located within Stage 3.	Noted. Applicable to Stage 4. Measures will be incorporated into the applicable CHMP for each stage.
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 B310.	Applicable across all stages. Measures have been incorporated into the applicable CHMP for Stages 1-3.			Measures will be incorporated into the applicable CHMP for this stage.
C17	Soil and water management measures consistent with Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition (Landcom, 2004) and Managing Urban Stormwater Soils And Construction Vols 2A and 2D Main Road Construction (Department of Environment and Climate Change, 2008) shall be employed during the construction of the project for erosion and sediment control.	Applicable across all stages. Measures have been incorporated into the applicable CSWQMP for Stages 1-3.			Measures will be incorporated into the applicable CHMP for this stage.
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.	Applicable across all stages. Measures have been incorporated into the applicable CSWQMP for Stages 1-3.			Measures will be incorporated into the applicable CHMP for this stage.
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.	Applicable across all stages. Procedures and mechanisms for resolving any direct or indirect impacts have been incorporated			Procedures and mechanisms for resolving any direct or indirect impacts will be incorporated into the Community



NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
		into the Community Communications Strategy prepared for Stages 1-3 (developed in accordance with Condition B28).			Communications Strategy prepared for the Project (developed in accordance with Condition B28).
<b>C20</b>	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.	Applicable across all stages. Measures have been incorporated into the applicable CTMP for Stages 1-3 (developed in accordance with Condition B31(a)).			Measures will be incorporated into the applicable CTMP for each stage (developed in accordance with Condition B31(a)).
<b>C21</b>	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.	Applicable across all stages. Initial consultation regarding potential impacts to agricultural operations/activities has been undertaken in accordance with Condition B23. Any ongoing requirements associated with Condition C21 have been incorporated into the Community Communications Strategy prepared for Stages 1-3 (developed in accordance with Condition B28).			Any ongoing requirements associated with Condition C21 will be incorporated into the Community Communications Strategy prepared for the Project (developed in accordance with Condition B28).

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
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).	Not applicable. Stage 1 would not affect the listed state forests.	Consultation with DPI has been undertaken as required for Stage 2.	Consultation with DPI has been undertaken as required for Stage 3.	Consultation with DPI will be undertaken as required for Stage 4.
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.	A road dilapidation report has been prepared for Stage 1.	A road dilapidation report has been prepared for Stage 2.	A road dilapidation report has been prepared for Stage 3.	A road dilapidation report will be prepared for Stage 4.
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.	Applicable across all stages. Has been incorporated into the applicable CEMP for Stages 1-3.			To be incorporated into the applicable CEMP for this stage.
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.	Applicable across all stages. Has been incorporated into the applicable CEMP for Stages 1-3.			To be incorporated into the applicable CEMP for this stage.
C26	The Proponent shall ensure that liquid and/or non-liquid waste generated on the site is assessed and classified in accordance with Waste Classification Guidelines (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.	Applicable across all stages. Has been incorporated into the applicable CEMP for Stages 1-3.			To be incorporated into the applicable CEMP for this stage.
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;	Applicable across all stages. Has been incorporated into the applicable CEMP for Stages 1-3.			To be incorporated into the applicable CEMP for this stage.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
	<p>(b) for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and</p> <p>(c) the Environment Protection Manual for Authorised Officers: Bunding and Spill Management, Technical Bulletin (Environment Protection Authority, 1997).</p> <p>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.</p>				
<b>C28</b>	<p>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:</p> <p>(a) be located more than 50 metres from a waterway;</p> <p>(b) have ready access to the road network or direct access to the construction corridor;</p> <p>(c) be located in areas of low ecological significance and require minimal clearing of native vegetation (not beyond that already required by the project);</p> <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>	Applicable across all stages. Has been incorporated into the applicable CEMP for Stages 1-3.			To be incorporated into the applicable CEMP for this stage.
<b>C28A</b>	<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>	Applicable across all stages. Has been incorporated into the applicable CEMP for Stages 1-3.			To be incorporated into the applicable CEMP for this stage.

NUMBER	CONDITION	SANCROX TRAFFIC ARRANGEMENT (STAGE 1)	KUNDABUNG TO KEMPSEY (STAGE 2)	OXLEY HIGHWAY TO KUNDABUNG (STAGE 3)	CLASS A TO CLASS M UPGRADE (STAGE 4)
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 light spill) impacts, and</p> <p>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</p> <p>(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,</p>	Applicable across all stages. Has been incorporated into the applicable CEMP for Stages 1-3.			To be incorporated into the applicable CEMP for this stage.
D1	Prior to the commencement of operation, the Proponent shall incorporate the project into its existing environmental management systems.	RMS will incorporate Stage 1 – 3 works into its existing environmental management systems prior to commencement of operation of the Stage 3b.			RMS will incorporate Stage 4 works into its existing environmental management systems prior to commencement of operation of the Stage 4
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:	Due to the relationship between Stage 1 and Stage 3, a review of the operational noise mitigation measures applicable to Stage 1 would be undertaken in as part of the Stage 3 accordance with Condition	A review of the operational noise mitigation measures applicable to Stage 2 would be undertaken in accordance with Condition E1 once traffic on Stage 2 is travelling at 110km/hr. This will not impact the 12 month	A review of the operational noise mitigation measures applicable to Stage 3 (both 3a and 3b) would be undertaken after the commencement of operation of Stage 3b in accordance with Condition E1. This will not	A review of the operational noise mitigation measures applicable to Stage 4 would be undertaken after the commencement of operation of Stage 4 in

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	<p>(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;</p> <p>(b) a review of the operational noise levels in terms of criteria and noise goals established in the <i>Environmental Criteria for Road Traffic Noise</i> (Environment Protection Authority, 1999);</p> <p>(c) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which project noise levels are ascertained, with specific reference locations indicative of impacts on sensitive receivers;</p> <p>(d) details of any complaints and enquiries received in relation to operational noise generated by the project between the date of commencement of operation and the date the report was prepared;</p> <p>(e) any required calibrations 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 <i>Environmental Criteria for Road Traffic Noise</i> (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>	E1.	requirement outlined in this condition. .	impact the 12 month requirement outlined in this condition.	accordance with Condition E1.